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ACCOUNTS AND PAPERS:

*FORTY-FIVE VOLUMES*

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— (26.) —

SHIPPING.

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Session

8 *February* — 14 *August* 1877.

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1877.

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1

MERCHANT SHIPPING.

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RETURN to an Order of the Honourable The House of Commons,  
dated 27 April 1877;—for,

T A B L E S

SHOWING THE

PROGRESS OF BRITISH MERCHANT SHIPPING.

Board of Trade, }  
27 April 1877. }

T. H. FARRER.

(*Mr. Edward Stanhope.*)

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Ordered, by The House of Commons, to be Printed,  
27 April 1877.

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## UNITED KINGDOM—(FOREIGN TRADE).

TONNAGE of SAILING and STEAM VESSELS with CARGOES only, Entered and Cleared at Ports in the UNITED KINGDOM, of different NATIONALITIES, in each of the Years 1840, 1850, 1860, 1870-76.

NATIONALITY.	1840.	1850.	1860.	1870.	1871.	1872.	1873.	1874.	1875.	1876.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
BRITISH SHIPS - - - -	5,216,159	8,039,308	12,119,454	22,243,039	24,646,703	25,714,976	26,197,942	26,761,914	27,307,340	28,873,724
FOREIGN SHIPS:—										
American (U. S.) - - -	829,052	1,215,225	2,734,381	1,134,215	1,425,873	846,559	940,772	1,038,929	1,062,034	1,345,235
Austrian - - - - -	-	-	316,511	356,701	303,933	397,007	393,116	381,461	373,962	445,893
Belgian - - - - -	77,015	71,775	112,537	305,384	350,385	309,806	397,453	409,725	450,935	408,004
Danish - - - - -	190,839	285,263	618,081	623,798	568,242	746,172	745,905	813,405	882,447	1,053,630
Dutch - - - - -	115,544	240,444	445,556	426,214	362,625	430,929	429,401	472,754	603,804	741,190
French - - - - -	196,677	369,624	616,410	785,658	831,782	901,296	937,676	948,708	1,052,732	1,083,546
German - - - - -	-	-	1,797,747	1,438,595	2,412,319	2,648,794	2,656,099	2,537,414	2,402,567	2,405,275
Italian - - - - -	-	-	275,688	811,903	866,746	986,859	844,065	949,293	871,696	1,011,072
Norwegian - - - -	169,842	331,664	948,212	1,975,575	2,127,518	2,195,282	2,361,900	2,429,182	2,407,593	2,770,824
Russian - - - - -	105,348	163,254	242,673	538,443	523,981	570,572	521,783	569,239	543,938	616,271
Spanish - - - - -	15,228	46,328	128,181	298,800	332,140	404,875	481,843	400,202	421,075	461,257
Swedish - - - - -	52,563	125,649	366,700	591,985	637,958	732,197	912,296	991,623	914,206	1,161,691
Other Countries - -	520,566	1,132,140	115,187	94,370	112,592	110,668	184,141	136,044	159,338	159,772
TOTAL FOREIGN - - -	2,281,674	3,981,366	8,718,464	9,381,641	10,856,094	11,440,014	11,806,480	12,072,979	12,146,327	13,663,660
TOTAL BRITISH AND FOREIGN -	7,497,833	12,020,674	20,837,918	31,624,680	35,502,797	37,154,292	37,934,422	38,834,893	39,453,667	42,537,384

\* Included in "Other Countries."



## UNITED KINGDOM—(FOREIGN TRADE).

TONNAGE of STEAM VESSELS with CARGOES only, Entered and Cleared at Ports in the UNITED KINGDOM, of different NATIONALITIES, in each of the Years 1860, 1870-76.

NATIONALITY.	1860.	1870.	1871.	1872.	1873.	1874.	1875.	1876.
BRITISH SHIPS - - - -	Tons. 3,976,852	Tons. 11,825,002	Tons. 13,615,508	Tons. 15,730,010	Tons. 16,992,426	Tons. 17,479,115	Tons. 18,593,757	Tons. 19,806,731
FOREIGN SHIPS :-								
American (U. S.) - - -	8,809	4,852	9,992	- - -	47,269	139,468	132,291	128,216
Austrian - - - - -	300	6,704	8,241	20,040	17,759	20,981	20,171	12,433
Belgian - - - - -	58,849	288,095	334,366	358,403	385,271	391,765	416,000	300,634
Danish - - - - -	29,652	92,561	97,940	148,955	196,069	223,678	326,408	416,484
Dutch - - - - -	122,898	161,062	129,850	177,992	202,818	241,237	363,007	536,760
French - - - - -	42,699	206,602	177,374	250,088	240,986	293,407	318,297	375,422
German - - - - -	344,959	399,673	865,486	1,023,125	1,282,992	1,031,799	950,861	861,775
Italian - - - - -	432	3,765	6,498	13,825	25,787	7,292	4,572	4,734
Norwegian - - - -	18,115	27,952	53,811	79,896	125,632	91,527	98,749	86,065
Russian - - - - -	20,717	98,561	96,460	101,493	110,065	104,003	110,619	106,116
Spanish - - - - -	37,088	180,119	212,635	247,766	294,390	279,472	301,547	356,637
Swedish - - - - -	16,165	62,556	102,029	192,388	340,791	356,053	334,083	452,446
Other Countries - -	27,541	19,138	44,406	26,702	22,298	44,178	32,085	29,366
TOTAL FOREIGN - -	728,164	1,551,640	2,139,697	2,649,613	3,301,097	3,224,890	3,408,780	3,763,088
TOTAL BRITISH AND FOREIGN -	4,705,016	13,376,642	15,755,205	18,379,623	20,293,523	20,703,935	22,002,537	23,569,819



TABLE, No. 3.

## PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE).

TONNAGE of SAILING and STEAM VESSELS Entered and Cleared in the UNITED KINGDOM, and the other NATIONAL and FOREIGN SHIPS in each case, in each of the

YEARS.	TONNAGE of NATIONAL SHIPS and Proportion to Total Tonnage.							
	UNITED KINGDOM.		NORWAY.		SWEDEN.		* GERMANY.	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850 -	9,442,544	65.1	1,050,307	75.2	‡ 462,884	43.4	-	-
1860 -	13,914,923	56.3	1,513,369	74.5	‡ 560,066	40.3	-	-
1870 -	25,072,180	68.4	2,264,233	70.0	1,374,433	31.8	1,255,150	35.9
1871 -	28,034,748	67.5	2,373,203	71.7	1,468,479	32.5	2,007,703	40.4
1872 -	28,719,090	67.6	2,426,052	68.1	1,770,561	33.5	2,290,690	43.3
1873 -	29,647,344	66.7	2,593,663	70.1	2,164,930	39.4	4,342,131	41.8
1874 -	30,089,683	66.2	2,443,079	68.8	2,359,027	40.5	4,399,412	39.4
1875 -	30,944,744	66.9	-	-	1,793,135	34.0	4,088,368	38.1
1876 -	33,441,979	65.9	-	-	-	-	-	-
	TONNAGE of FOREIGN SHIPS and Proportion to Total Tonnage.							
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850 -	5,062,520	34.9	346,639	24.8	‡ 604,002	56.6	-	-
1860 -	10,774,369	43.7	516,667	25.5	‡ 828,386	59.7	-	-
1870 -	11,568,002	31.6	967,753	30.0	2,954,151	68.2	2,234,097	64.1
1871 -	13,513,130	32.5	938,126	28.3	3,053,836	67.5	2,957,100	59.6
1872 -	13,781,935	32.4	1,134,423	31.9	3,511,507	66.5	3,000,452	56.7
1873 -	14,792,642	33.3	1,102,766	29.9	3,327,179	60.6	6,039,704	58.2
1874 -	15,339,274	33.8	1,107,575	31.2	3,464,915	59.5	6,761,652	60.6
1875 -	15,332,094	33.1	-	-	3,486,714	66.0	6,639,190	61.9
1876 -	17,342,923	34.1	-	-	-	-	-	-
	TOTALS.							
	UNITED KINGDOM.		NORWAY.		SWEDEN.		GERMANY.	
	Tons.		Tons.		Tons.		Tons.	
1850 -	14,505,064		1,396,945		‡ 1,066,886		-	-
1860 -	24,689,292		2,030,036		‡ 1,388,452		-	-
1870 -	36,640,182		3,231,986		4,328,584		3,489,247	
1871 -	41,547,878		3,311,330		4,522,315		4,964,803	
1872 -	42,501,025		3,560,476		5,282,068		5,291,142	
1873 -	44,439,986		3,696,429		5,492,109		10,381,835	
1874 -	45,428,957		3,550,654		5,823,942		11,161,064	
1875 -	46,276,838		-	-	5,279,849		10,727,558	
1876 -	50,784,902		-	-	-		-	-

\* Exclusive of Hamburg and Bremen up to 1872; inclusive after that year.

‡ With cargoes only.



TABLE, No. 3.

## PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE).

PRINCIPAL MARITIME COUNTRIES of EUROPE, and in the UNITED STATES, distinguishing between Years 1850, 1860, 1870-76.—(With Cargoes and in Ballast).

TONNAGE of NATIONAL SHIPS and Proportion to Total Tonnage.								
HOLLAND.		FRANCE.		ITALY.		† UNITED STATES.		YEARS.
Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	
935,283	41·8	1,891,512	41·0	-	-	5,205,804	59·8	1850
1,341,711	39·5	3,502,912	41·4	-	-	12,087,209	70·8	1860
1,323,475	28·4	4,289,206	31·5	2,780,078	36·5	6,992,967	38·2	1870
1,463,477	25·8	4,207,951	31·0	3,118,047	37·0	7,489,685	37·6	1871
1,526,022	27·6	4,999,714	34·2	3,265,166	36·4	7,394,155	34·3	1872
1,511,372	25·2	5,161,226	32·7	3,082,157	35·1	7,369,195	31·2	1873
1,552,529	25·6	5,390,837	33·2	2,787,645	36·8	7,875,777	30·0	1874
1,616,485	26·9	5,456,469	32·6	2,766,086	34·2	7,310,589	31·0	1875
-	-	-	-	-	-	7,843,851	29·2	1876
TONNAGE of FOREIGN SHIPS and Proportion to Total Tonnage.								
1,301,152	58·2	2,719,207	59·0	-	-	3,503,837	40·2	1850
2,053,269	60·5	4,953,824	58·6	-	-	4,977,916	29·2	1860
3,341,448	71·6	9,317,531	68·5	4,841,365	63·5	11,332,095	61·8	1870
4,213,561	74·8	9,338,159	69·0	5,315,940	63·0	12,417,981	62·4	1871
4,009,131	72·4	9,598,074	65·8	5,702,871	63·6	14,146,002	65·7	1872
4,486,678	74·8	10,580,063	67·3	5,686,272	64·9	16,148,219	68·8	1873
4,500,843	74·4	10,852,440	66·8	4,792,672	63·2	18,402,487	70·0	1874
4,385,544	73·1	11,260,943	67·4	5,318,509	65·8	16,278,728	69·0	1875
-	-	-	-	-	-	17,822,011	70·8	1876
T O T A L S.								
HOLLAND.		FRANCE.		ITALY.		UNITED STATES.		
Tons.		Tons.		Tons.		Tons.		
2,236,435		4,610,719		-	-	8,709,641		1850
3,394,980		8,456,736		-	-	17,065,125		1860
4,664,923		13,606,737		7,621,443		18,325,062		1870
5,677,038		15,546,110		8,433,987		19,907,666		1871
5,535,153		14,597,788		8,968,037		21,540,157		1872
5,998,050		15,741,289		8,768,429		23,517,413		1873
6,053,372		16,243,277		7,580,317		26,278,264		1874
6,002,029		16,717,412		8,084,595		23,589,317		1875
-	-	-	-	-	-	25,165,862		1876

† Year ended 30th June.



TABLE, No. 4.

## PRINCIPAL MARITIME COUNTRIES—(FOREIGN TRADE).

TONNAGE of STEAM SHIPPING Entered and Cleared in the UNITED KINGDOM, and the PRINCIPAL and FOREIGN SHIPS in each case, in each of the Years

YEARS,	TONNAGE of NATIONAL SHIPS and Proportion to Total Tonnage.							
	UNITED KINGDOM.		NORWAY.		SWEDEN.		GERMANY.*	
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850 -	1,802,955	81.5	-	-	-	-	-	-
1860 -	4,186,620	84.3	-	-	-	-	-	-
1870 -	13,341,058	88.5	124,966	25.2	-	-	170,406	15.0
1871 -	15,361,202	86.1	116,299	26.9	-	-	353,600	22.6
1872 -	17,410,029	85.3	189,111	33.4	718,074	54.2	412,516	24.0
1873 -	18,943,653	83.2	245,195	40.6	1,064,988	64.0	2,195,268	37.6
1874 -	19,408,527	83.4	282,525	40.8	1,198,390	56.1	2,366,347	34.8
1875 -	20,932,484	83.3	-	-	725,758	38.5	2,050,552	31.3
1876 -	22,664,505	83.4	-	-	-	-	-	-
	TONNAGE of FOREIGN SHIPS and Proportion to Total Tonnage.							
	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.
1850 -	406,892	18.5	-	-	-	-	-	-
1860 -	780,853	15.7	-	-	-	-	-	-
1870 -	1,731,273	11.5	370,179	74.8	-	-	960,430	85.0
1871 -	2,480,490	13.9	316,349	73.1	-	-	1,212,036	77.4
1872 -	3,003,703	14.7	376,876	66.6	605,839	45.8	1,304,782	76.0
1873 -	3,818,637	16.8	357,882	59.4	598,297	36.0	3,652,622	62.4
1874 -	3,871,527	16.6	410,288	59.2	936,260	43.9	4,440,254	65.2
1875 -	4,179,625	16.7	-	-	1,159,786	61.5	4,513,399	68.7
1876 -	4,504,532	16.6	-	-	-	-	-	-
	TOTALS.							
	UNITED KINGDOM.		NORWAY.		SWEDEN.		GERMANY.	
	Tons.		Tons.		Tons.		Tons.	
1850 -	2,209,847		-	-	-	-	-	-
1860 -	4,967,473		-	-	-	-	-	-
1870 -	15,072,331		495,145		-	-	1,130,836	
1871 -	17,841,692		432,648		-	-	1,566,636	
1872 -	20,413,732		565,987		1,323,913		1,717,298	
1873 -	22,762,290		603,077		1,663,285		5,847,890	
1874 -	23,280,054		692,813		2,134,650		6,806,601	
1875 -	25,112,109		-	-	1,885,544		6,563,951	
1876 -	27,169,037		-	-	-	-	-	-

\* Exclusive of Hamburg and Bremen up to 1872 ; inclusive after that year.



TABLE, No. 4.

## - - - - - PRINCIPAL MARITIME COUNTRIES.—(FOREIGN TRADE).

MARITIME COUNTRIES of EUROPE, and in the UNITED STATES, distinguishing between NATIONAL 1850, 1860, and 1870-76.—(With Cargoes and in Ballast).

- - - - TONNAGE of NATIONAL SHIPS and Proportion to Total Tonnage.								
HOLLAND.		FRANCE.		ITALY.		UNITED STATES.†		YEARS.
Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	Tonnage.	Per Cent. of Total Tonnage.	
108,837	18·7	306,939	30·8	—	—	—	—	1850
348,877	31·2	1,012,373	40·0	—	—	—	—	1860
454,911	19·1	2,189,649	32·1	781,624	19·8	1,658,577	33·5	1870
482,984	17·5	2,168,937	31·1	942,682	20·3	1,566,293	29·7	1871
565,807	19·1	2,649,398	34·1	902,739	18·2	1,655,250	26·3	1872
629,243	17·7	2,928,215	33·5	983,217	18·9	1,755,195	23·5	1873
683,318	18·5	3,223,521	33·7	759,775	18·0	2,095,081	24·2	1874
850,821	21·1	3,365,869	32·5	861,248	17·6	2,311,840	26·9	1875
- - -	- - -	- - -	- - -	- - -	- - -	2,200,483	24·9	1876
- - - - TONNAGE of FOREIGN SHIPS and Proportion to Total Tonnage.								
471,574	81·3	690,987	69·2	—	—	—	—	1850
769,834	68·8	1,517,782	60·0	—	—	—	—	1860
1,930,052	80·9	4,623,239	67·9	3,162,485	80·2	3,298,614	66·5	1870
2,276,982	82·5	4,802,980	68·9	3,705,314	79·7	3,698,320	70·3	1871
2,386,324	80·9	5,113,743	65·9	4,049,504	81·8	4,624,248	73·7	1872
2,917,460	82·3	5,805,050	66·5	4,221,181	81·1	5,693,939	76·5	1873
3,014,502	81·5	6,346,981	66·3	3,457,688	82·0	6,579,545	75·8	1874
3,164,288	78·8	6,990,322	67·5	4,029,660	82·4	6,276,148	73·1	1875
- - -	- - -	- - -	- - -	- - -	- - -	6,637,999	75·1	1876
- - - - - T O T A L S.								
HOLLAND.		FRANCE.		ITALY.		UNITED STATES.		YEARS.
Tons.		Tons.		Tons.		Tons.		
580,411		997,926		—		—		1850
1,118,711		2,530,155		—		—		1860
2,384,963		6,811,888		3,944,109		4,957,191		1870
2,759,966		6,971,917		4,647,996		5,264,613		1871
2,952,131		7,763,141		4,952,243		6,279,498		1872
3,546,703		8,733,265		5,204,398		7,449,134		1873
3,697,820		9,570,502		4,217,463		8,674,626		1874
4,015,109		10,356,191		4,890,908		8,587,988		1875
- - -		- - -		- - -		8,838,482		1876

† Years ended 30th June.



TABLE, No. 5.

## PRINCIPAL MARITIME COUNTRIES.—(MERCHANT NAVIES).

AGGREGATE TONNAGE of the MERCHANT NAVIES of the PRINCIPAL MARITIME COUNTRIES of EUROPE, and of the UNITED STATES, in each of the Years 1820, 1830, 1840, 1850, 1860, 1870-76.

COUNTRIES.	1820.	1830.	1840.	1850.	1860.	1870.	1871.	1872.	1873.	1874.	1875.	1876.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
British Empire* (including United Kingdom)	2,648,593	2,531,819	3,311,538	4,332,962	5,710,968	7,140,134	7,142,891	7,213,829	7,294,230	7,533,492	7,744,237	7,964,578
United Kingdom	-	-	2,724,107	3,504,944	4,586,742	5,617,693	5,622,660	5,681,963	5,736,368	5,912,314	6,087,701	6,197,968
Norway †	-	-	-	298,315	558,927	1,022,515	1,062,274	1,120,450	1,245,293	1,338,861	-	-
Sweden	-	-	-	-	-	346,862	365,059	387,752	438,503	492,842	507,049	-
Denmark	-	-	-	-	-	178,646	181,494	189,077	197,259	225,545	244,100	-
Hamburg	-	-	-	71,257	142,416	184,496	172,977	179,559	201,512	215,744	219,567	219,698
Bremen	-	20,206	43,647	67,770	121,863	171,654	172,743	174,266	177,905	187,263	182,073	196,000
Total German Empire	-	-	-	-	-	982,355	988,690	999,158	1,033,725	1,068,383	1,084,882	-
Holland	-	-	-	375,098	556,310	499,505	492,437	493,637	495,285	511,980	526,524	-
Belgium	-	-	22,610	34,919	33,111	30,149	26,004	32,346	46,436	45,322	50,186	-
France	-	-	662,500	688,153	996,124	1,072,048	1,077,611	1,089,075	1,068,031	1,037,972	1,028,228	-
Italy ‡	-	-	-	-	-	1,012,164	1,031,429	1,030,773	1,046,439	1,031,889	1,044,337	-
Austria §	-	-	-	-	-	362,965	307,289	276,930	273,221	262,362	257,131	-
Greece	-	-	-	-	263,075	404,063	419,350	239,947	239,135	250,077	-	-
United States:	-	-	-	-	-	-	-	-	-	-	-	-
Registered for Oversea (Foreign Trade)	-	576,475	899,765	1,585,711	2,546,237	1,516,800	1,425,142	1,410,648	1,423,288	1,428,923	1,553,827	1,592,821
Enrolled for Home Trade, including Lake and River Steamers.	-	591,447	1,240,860	1,899,555	2,752,938	2,677,940	2,805,274	2,971,309	3,215,915	3,312,146	3,238,390	2,686,637

\* In consequence of steps taken to clear the British Register in and since 1854, and in consequence of alterations in the system of measurement, the British tonnage, as compared with previous years, is a great deal less than it would have appeared to be if the old plan of taking the figures had continued.

† Up to the year 1865 eight tons was the lowest limit for vessels in this category; after that year the limit was extended, and now includes all vessels down to those of three tons.

‡ The returns for Italy are exclusive of Venetia previous to the year 1870, and of Rome previous to 1871. In 1871, and in the subsequent years, fishing vessels are excluded.

§ The returns for Austria are inclusive of Venetia previous to the year 1870.

|| Year ended 30th June. The tonnage for 1870 and subsequent years is new admeasurement.

¶ The "enrolled" tonnage of the United States is confined to the home and river trades, and is prohibited by law from going on a foreign voyage. Twenty-ton vessels is the lowest limit in this category.



TABLE, No. 6.  
PRINCIPAL MARITIME COUNTRIES—(STEAM TONNAGE).

TONNAGE of STEAM VESSELS only, belonging to the PRINCIPAL MARITIME COUNTRIES of EUROPE,  
and to the UNITED STATES, in each of the Years 1840, 1850, 1860, 1870-76.

COUNTRIES.	1840.	1850.	1860.	1870.	1871.	1872.	1873.	1874.	1875.	1876.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
British Empire* - - -	95,807	187,631	500,144	1,202,134	1,411,803	1,640,639	1,825,738	1,987,235	2,072,804	2,150,302
United Kingdom - - -	87,539	167,398	452,952	1,111,375	1,317,548	1,536,075	1,711,787	1,868,359	1,943,197	2,002,538
Norway - - - - -	-	-	-	13,715	20,015	30,382	39,295	41,725	-	-
Sweden - - - - -	-	-	-	-	32,724	47,623	70,996	81,508	83,007	-
Denmark - - - - -	-	-	-	10,453	11,979	15,633	21,602	29,422	39,368	-
Hamburg - - - - -	-	2,842	10,184	32,450	34,252	54,132	78,413	88,258	89,730	84,683
Bremen - - - - -	-	-	8,483	41,393	46,842	52,748	59,721	65,030	55,319	57,685
Total German Empire - - -	-	-	-	81,994	97,030	129,521	167,633	189,998	183,569	-
Holland† - - - - -	-	3,470	12,990	24,942	34,629	43,820	57,254	71,101	76,827	57,547
Belgium - - - - -	1,048	1,604	4,254	9,501	8,742	16,141	30,005	30,397	35,430	-
France - - - - -	9,535	13,925	68,025	154,415	160,478	177,462	185,165	194,546	205,420	-
Italy‡ - - - - -	-	-	-	32,100	37,517	37,860	48,573	52,370	57,147	-
Austria - - - - -	-	-	-	47,242	48,553	52,875	55,966	58,164	55,995	-
Greece - - - - -	-	-	-	5,360	5,360	5,993	6,048	7,833	-	-
United States: §—										
Registered for Oversea (Fo- reign Trade).	4,155	44,942	97,296	192,544	180,914	177,666	193,423	195,245	191,689	198,227
Enrolled for Home Trade, including Lake and River Steamers.	198,184	481,005	770,641	882,551	906,723	933,887	963,020	990,365	976,979	974,145

\* In consequence of steps taken to clear the British Register in and since 1854, and of alterations in the system of measurement, the British tonnage since 1854, as compared with the previous years, is a great deal less than it would have appeared to be if the old plan of taking the figures had continued.

† New admeasurement in 1876.

‡ The returns for Italy are exclusive of the Roman States previous to 1871.

§ Years ended 30th June. The tonnage for 1870 and subsequent years is all new admeasurement.

|| The "enrolled" tonnage of the United States is confined to the home and river trades, and is prohibited by law from going on a foreign voyage.

TABLE, No. 7.  
PRINCIPAL MARITIME COUNTRIES—(TONNAGE ADDED TO THE REGISTER).

TONNAGE of SHIPPING added to the MERCHANT NAVIES of the UNITED KINGDOM, UNITED STATES,  
FRANCE, HOLLAND and NORWAY, in each of the Years 1850, 1860, and 1870-76.

COUNTRIES.	1850.	1860.	1870.	1871.	1872.	1873.	1874.	1875.	1876.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
United Kingdom* - - -	133,695	301,535	391,831	435,074	471,528	477,293	530,729	502,585	427,982
Norway - - - - -	11,115	20,884	69,415	68,758	123,942	160,263	135,338	-	-
Holland† - - - - -	23,810	15,213	24,880	22,264	23,011	27,400	33,620	28,054	24,404
France - - - - -	44,032	43,823	63,372	59,279	86,903	60,170	59,814	64,209	-
United States - - - - -	272,219	212,392	276,954	273,226	209,052	359,245	432,725	297,639	203,586

Note.—By tonnage of shipping added, is meant the addition to the register of vessels, whether new built or bought abroad. The above figures, therefore, must be taken to represent the gross and not the net increase of the merchant navy of each country.

\* The figures for the new tonnage added to the Register in the United Kingdom as given above relate to British built vessels only in the year 1850, and to all vessels, whether British, Foreign, or Colonial built, added to the Register in subsequent years.

† An alteration of the Dutch ton was made in 1876 in order to make it approach more nearly to the English Register ton. Previous to that year the Dutch ton was equal to but 78 of the English Register ton.



TABLE, No. 8.

## UNITED KINGDOM—(TONNAGE BUILT).

TONNAGE of VESSELS Built in the UNITED KINGDOM, in each Year from  
1858 to 1876.

YEARS.					For Home and the Colonies.	For Foreigners.	TOTAL.
					<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1858	-	-	-	-	208,080	28,474	236,554
1859	-	-	-	-	185,970	26,774	212,744
1860	-	-	-	-	211,968	13,903	225,871
1861	-	-	-	-	200,839	7,487	208,326
1862	-	-	-	-	241,399	20,533	261,932
1863	-	-	-	-	364,724	17,320	382,044
1864	-	-	-	-	433,045	28,960†	462,005†
1865	-	-	-	-	415,204	32,965†	448,169†
1866	-	-	-	-	341,189*	38,350†	379,539†
1867	-	-	-	-	269,080*	36,899†	305,979†
1868	-	-	-	-	316,197*	46,131†	362,328†
1869	-	-	-	-	354,287*	33,805†	388,092†
1870	-	-	-	-	342,706*	51,651†	394,357†
1871	-	-	-	-	354,355	36,703†	391,058†
1872	-	-	-	-	392,971	81,747†	474,718†
1873	-	-	-	-	370,666	82,877†	453,543†
1874	-	-	-	-	521,203	82,664†	603,867†
1875	-	-	-	-	420,551	51,507†	472,058†
1876	-	-	-	-	360,365	17,655†	378,020†

* Including the following, transferred to the Colonies:										<i>Tons.</i>
In 1866	-	-	-	-	-	-	-	-	-	5,925
1867	-	-	-	-	-	-	-	-	-	4,075
1868	-	-	-	-	-	-	-	-	-	2,005
1869	-	-	-	-	-	-	-	-	-	3,498
1870	-	-	-	-	-	-	-	-	-	407

Not distinguished previous to 1866.

† Including the following, built for War purposes for Foreigners:										<i>Tons.</i>
In 1864	-	-	-	-	-	-	-	-	-	6,497
1865	-	-	-	-	-	-	-	-	-	3,700
1866	-	-	-	-	-	-	-	-	-	10,301
1867	-	-	-	-	-	-	-	-	-	4,994
1868	-	-	-	-	-	-	-	-	-	10,254
1869	-	-	-	-	-	-	-	-	-	2,354
1870	-	-	-	-	-	-	-	-	-	970
1871	-	-	-	-	-	-	-	-	-	80
1872	-	-	-	-	-	-	-	-	-	40
1873	-	-	-	-	-	-	-	-	-	280
1874	-	-	-	-	-	-	-	-	-	12,877
1875	-	-	-	-	-	-	-	-	-	13,844
1876	-	-	-	-	-	-	-	-	-	14

Not distinguished previous to 1864.

*Note.*—The Returns for the years prior to 1871 denote the tonnage of the newly-built vessels which were first registered in those years, but in the Returns for that and the following years the tonnage of vessels, the building of which was completed in those years, is given, whether registered or not. It is impracticable to give the tonnage of the vessels transferred to the Colonies subsequent to the year 1870.



TABLE, No. 9.

## TRADE WITH BRITISH POSSESSIONS.

TONNAGE of SHIPPING Entered and Cleared in the UNITED KINGDOM in the Trade with the BRITISH POSSESSIONS, distinguishing British from Foreign Tonnage, from 1851 to 1876 (with Cargoes and in Ballast).

YEARS.	BRITISH SHIPS.	FOREIGN SHIPS.	TOTAL.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1851 - - - - -	3,392,076	282,949	3,675,025
1852 - - - - -	3,282,241	357,835	3,640,076
1853 - - - - -	3,448,144	585,507	4,033,651
1854 - - - - -	4,070,217	568,580	4,638,797
1855 - - - - -	3,404,562	565,162	3,969,724
1856 - - - - -	3,990,161	636,989	4,627,150
1857 - - - - -	4,291,108	858,768	5,149,876
1858 - - - - -	4,017,450	698,372	4,715,822
1859 - - - - -	4,076,907	794,855	4,871,762
1860 - - - - -	4,335,862	733,398	5,069,260
1861 - - - - -	4,818,211	1,033,482	5,851,693
1862 - - - - -	4,874,382	586,968	5,461,350
1863 - - - - -	5,430,565	682,655	6,113,220
1864 - - - - -	5,278,491	551,680	5,830,171
1865 - - - - -	5,219,950	434,918	5,654,868
1866 - - - - -	5,370,692	485,090	5,855,782
1867 - - - - -	5,275,469	502,920	5,778,389
1868 - - - - -	5,335,711	572,885	5,908,596
1869 - - - - -	5,260,551	570,781	5,831,332
1870 - - - - -	5,495,050	548,978	6,044,028
1871 - - - - -	5,939,377	597,877	6,537,254
1872 - - - - -	6,130,130	794,112	6,924,242
1873 - - - - -	6,287,061	943,418	7,230,479
1874 - - - - -	6,746,682	1,082,876	7,829,558
1875 - - - - -	6,574,456	1,019,932	7,594,388
1876 - - - - -	7,278,411	1,210,158	8,488,569

TABLE, No. 10.

## TRADE WITH BRITISH NORTH AMERICA.

TONNAGE of SHIPPING Entered and Cleared in the UNITED KINGDOM in the Trade with BRITISH NORTH AMERICA, distinguishing British from Foreign Tonnage, from 1847 to 1876 (with Cargoes and in Ballast).

YEARS.					BRITISH VESSELS.	FOREIGN VESSELS.	TOTAL.
					<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1847	-	-	-	-	1,783,275	9,605	1,792,880
1848	-	-	-	-	1,554,783	- - Nil - -	1,554,783
1849	-	-	-	-	1,493,338	1,834	1,495,172
1850	-	-	-	-	1,278,359	83,510	1,361,869
1851	-	-	-	-	1,461,443	128,408	1,589,851
1852	-	-	-	-	1,306,185	168,441	1,474,626
1853	-	-	-	-	1,316,285	255,301	1,571,586
1854	-	-	-	-	1,641,190	278,654	1,919,844
1855	-	-	-	-	1,000,034	186,693	1,186,727
1856	-	-	-	-	1,402,682	222,145	1,624,827
1857	-	-	-	-	1,473,121	305,618	1,778,739
1858	-	-	-	-	1,322,415	236,638	1,559,053
1859	-	-	-	-	1,268,401	317,293	1,585,694
1860	-	-	-	-	1,595,488	251,455	1,846,938
1861	-	-	-	-	1,867,378	555,369	2,422,747
1862	-	-	-	-	1,804,221	191,698	1,995,919
1863	-	-	-	-	2,013,427	264,493	2,277,920
1864	-	-	-	-	1,653,473	229,995	1,883,468
1865	-	-	-	-	1,770,637	194,666	1,965,303
1866	-	-	-	-	1,775,940	224,347	2,000,287
1867	-	-	-	-	1,586,354	175,580	1,761,934
1868	-	-	-	-	1,652,724	259,015	1,911,739
1869	-	-	-	-	1,645,803	297,076	1,942,879
1870	-	-	-	-	1,799,514	261,773	2,061,287
1871	-	-	-	-	1,871,294	280,360	2,151,653
1872	-	-	-	-	1,971,350	395,166	2,366,516
1873	-	-	-	-	1,986,605	531,030	2,517,635
1874	-	-	-	-	2,146,872	604,721	2,751,593
1875	-	-	-	-	1,742,070	511,682	2,253,752
1876	-	-	-	-	2,101,149	709,278	2,810,427



TABLE, No. 11.

## TRADE BETWEEN UNITED KINGDOM AND UNITED STATES.

DIRECT TRADE between the UNITED KINGDOM and the UNITED STATES, distinguishing BRITISH, UNITED STATES, and other Ships, Entered and Cleared with Cargoes only, from 1853 to 1876.

YEARS.	BRITISH.	UNITED STATES.	OF OTHER COUNTRIES.	TOTAL.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1853 - - -	857,250	1,592,939	91,199	2,541,388
1854 - - -	741,401	1,847,069	86,431	2,674,901
1855 - - -	420,268	1,854,308	49,445	2,324,021
1856 - - -	664,250	2,188,612	82,823	2,935,685
1857 - - -	650,294	1,827,611	60,698	2,538,603
1858 - - -	562,048	1,826,841	108,561	2,497,450
1859 - - -	784,543	1,635,563	122,401	2,542,507
1860 - - -	945,668	2,245,234	165,712	3,356,614
1861 - - -	1,041,818	2,052,935	228,833	3,323,586
1862 - - -	877,115	1,646,885	319,701	2,843,701
1863 - - -	1,173,463	927,186	308,173	2,408,822
1864 - - -	1,250,585	674,408	196,499	2,121,492
1865 - - -	1,231,660	484,098	152,692	1,868,450
1866 - - -	1,853,145	745,467	310,501	2,909,113
1867 - - -	2,009,687	762,544	288,330	3,060,561
1868 - - -	2,103,872	714,423	355,696	3,173,991
1869 - - -	2,464,012	669,444	367,810	3,501,266
1870 - - -	2,625,991	826,692	287,282	3,739,965
1871 - - -	3,335,966	1,117,465	611,775	5,065,206
1872 - - -	3,488,452	524,309	829,698	4,842,459
1873 - - -	3,641,758	634,753	1,082,685	5,359,196
1874 - - -	3,666,494	717,147	1,228,721	5,612,362
1875 - - -	3,643,184	736,838	899,443	5,278,965
1876 - - -	3,935,763	940,352	1,286,604	6,162,719

TABLE, No. 12. - - - - -

## TRADE OF EAST INDIES—(1. COUNTRIES).

TONNAGE of SHIPPING Entered and Cleared in BRITISH INDIA from and for all Foreign Countries (distinguishing the UNITED KINGDOM, AMERICA, and FRANCE) and the INDIAN HOME STATES, from 1837 to 1876.

Years ended	From and to the United Kingdom.	From and to Indian Home States.	From and to Foreign Countries.				TOTAL from and to all Countries.
			North and South America.	France.	Other Foreign Countries and British Possessions.	Total Foreign Countries and British Possessions.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
30 April - 1838	235,733	599,900	11,548	17,198	401,839	430,585	1,266,218
" 1839	231,220	674,007	17,047	20,972	404,727	442,746	1,347,973
The above figures represent the trade of the ports of Calcutta, Madras,							
" 1840	—	—	—	—	—	—	—
" 1841	338,041	1,106,577	16,060	9,964	710,718	736,742	2,181,360
" 1842	411,435	1,244,001	25,923	22,768	713,497	762,188	2,417,624
" 1843	388,167	1,300,682	19,158	18,764	699,684	737,606	2,426,455
" 1844	370,802	1,319,044	19,034	20,597	768,679	808,310	2,498,156
" 1845	430,268	1,300,003	24,785	14,861	769,571	809,217	2,539,488
" 1846	472,927	1,481,679	29,895	21,916	743,429	795,240	2,749,846
" 1847	467,354	1,284,863	28,209	12,842	741,866	782,917	2,535,134
" 1848	477,933	1,422,724	34,458	31,886	779,740	846,084	2,746,741
" 1849	427,546	1,604,319	35,947	16,737	833,058	885,742	2,917,607
" 1850	534,477	1,881,086	60,768	24,396	783,992	869,156	3,284,719
" 1851	625,994	1,895,965	55,611	39,978	840,847	936,436	3,458,395
" 1852	590,579	1,926,591	62,161	33,330	907,072	1,002,563	3,519,733
" 1853	Particulars not given this year		—	—	—	—	3,775,533
" 1854	735,388	1,297,688	66,318	67,476	1,068,701	1,202,495	3,235,571
" 1855	791,073	1,141,382	140,647	58,174	1,120,980	1,319,801	3,252,256
" 1856	1,266,581	1,409,900	191,943	199,218	1,138,564	1,529,725	4,206,206
" 1857	1,158,563	1,637,460	188,188	147,788	1,417,281	1,753,257	4,549,280
" 1858	1,462,609	2,106,434	146,358	181,386	1,859,609	2,187,353	5,756,396
" 1859	1,268,909	1,862,156	150,810	120,500	1,658,677	1,929,987	5,061,052
" 1860	1,214,056	1,959,363	125,596	76,658	1,523,279	1,725,533	4,898,952
" 1861	1,312,232	1,997,379	106,085	110,175	1,576,103	1,792,363	5,101,974
" 1862	1,590,644	2,485,467	85,539	114,070	1,611,631	1,811,240	5,887,351
" 1863	1,457,375	2,273,699	83,131	114,884	1,683,516	1,881,131	5,612,205
" 1864	1,756,547	2,738,589	83,824	132,021	2,143,271	2,359,116	6,854,252
" 1865	1,693,137	3,652,251	99,649	106,337	2,369,543	2,575,529	7,920,917
" 1866	1,765,542	3,460,916	121,874	91,206	2,181,846	2,394,926	7,621,384
† 31 March 1867	1,445,809	2,817,492	132,913	73,367	1,901,180	2,107,460	6,370,761
" 1868	1,971,650	2,727,656	116,855	92,949	1,874,045	2,083,849	6,783,155
" 1869	2,025,723	3,221,356	190,828	128,851	2,041,869	2,361,548	7,608,627
" 1870	1,765,933	3,437,282	162,146	150,226	1,930,846	2,243,218	7,446,433
" 1871	1,874,628	3,585,888	179,528	99,941	1,988,071	2,267,540	7,728,056
" 1872	2,118,672	3,687,641	226,455	110,697	2,190,173	2,527,325	8,333,638
" 1873	2,101,264	4,050,859	312,569	80,767	2,265,380	2,658,716	8,810,839
" 1874	2,200,905	4,366,342	282,739	113,951	2,049,815	2,446,505	9,013,752
" 1875	2,351,755	5,050,984	218,602	132,549	2,132,610	2,483,761	9,886,500
" 1876	2,675,116	10,528,384 †	137,830	182,246	1,657,233	1,977,309	15,180,809

\* Steamers are not included till 1854; they amounted in 1848 to 33,891 tons; in 1849 to 29,217 tons; in 1850 to 45,407 tons; in 1851 to 45,912 tons; in 1852 to 66,889 tons; in 1853 to 109,711 tons.

† Eleven months only.

‡ The enormous increase is attributed to the returns for Bombay, Madras, and British Burma, not including the intercourse between British Ports within these Presidencies in previous years.



TABLE, No. 12.

## TRADE OF EAST INDIES—(2. FLAGS).

TONNAGE of SHIPPING Entered and Cleared in BRITISH INDIA, distinguishing BRITISH, AMERICAN, and FRENCH Ships from 1837 to 1876.

Years ended	British.	Native Craft.	Foreign Flags.				TOTAL of all Flags.
			American.	French.	Of other Countries.	Total Foreign.	
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
30 April 1838	900,101	220,237	8,879	46,303	90,698	145,880	1,266,218
" 1839	784,179	410,626	17,897	47,594	87,677	153,168	1,347,973
and Bombay only. The following represent the trade of British India.							
30 April 1840	—	—	—	—	—	—	—
" 1841	814,781	1,225,874	20,081	37,187	83,437	140,705	2,181,360
" 1842	957,711	1,292,588	26,453	50,272	90,600	167,325	2,417,624
" 1843	991,011	1,271,515	20,098	49,668	94,163	163,929	2,426,455
" 1844	1,092,889	1,248,262	21,878	45,985	89,142	157,005	2,498,156
" 1845	1,040,768	1,347,489	26,069	36,384	88,778	151,231	2,539,488
" 1846	1,121,080	1,454,120	30,384	64,684	79,578	174,646	2,749,846
" 1847	1,146,848	1,237,096	34,457	49,195	67,538	151,190	2,535,134
" 1848	1,136,210	1,400,227	41,458	64,322	70,683	176,413	2,712,850*
" 1849	1,203,246	1,487,686	50,371	62,886	84,201	197,458	2,888,380*
" 1850	1,298,258	1,740,131	70,217	62,596	68,110	200,923	3,239,312*
" 1851	1,437,016	1,715,768	67,159	90,230	102,310	259,699	3,412,483*
" 1852	1,409,986	1,767,331	68,670	101,241	105,616	275,527	3,452,844*
" 1853	1,542,742	1,799,343	81,565	132,253	109,914	323,782	3,665,822*
" 1854	1,884,043	900,757	141,557	139,924	169,290	450,771	3,235,571
" 1855	1,822,157	856,984	221,389	140,010	211,716	573,115	3,252,256
" 1856	2,166,675	1,129,574	431,976	253,172	224,809	909,957	4,206,206
" 1857	2,475,472	1,220,087	412,475	280,016	161,230	853,721	4,549,280
" 1858	3,480,029	1,281,911	396,613	334,370	263,473	994,456	5,756,396
" 1859	2,947,809	1,235,725	369,000	288,191	220,327	877,518	5,061,052
" 1860	2,918,001	1,263,387	329,486	214,083	173,995	717,564	4,898,952
" 1861	2,866,123	1,401,111	358,068	279,941	196,731	834,740	5,101,974
" 1862	3,291,978	1,445,013	616,716	305,485	228,159	1,150,360	5,887,351
" 1863	3,392,480	1,341,577	400,268	253,625	224,255	878,148	5,612,205
" 1864	4,408,922	1,451,743	360,593	349,369	283,625	993,587	6,854,252
" 1865	5,417,521	1,582,864	243,413	301,955	375,164	920,532	7,920,917
" 1866	5,348,840	1,533,431	208,282	279,761	251,070	739,113	7,621,384
+31 March 1867	4,819,613	828,675§	172,344†	168,524	170,878	722,473	6,370,761
" 1868	5,391,375	696,336§	134,374†	172,958	199,621	695,444	6,733,155
" 1869	5,869,633	901,514§	188,913†	164,932	253,555	837,480	7,608,627
" 1870	5,877,660	826,657§	108,971†	147,534	276,205	742,116	7,446,433
" 1871	6,084,626	836,021§	150,138†	171,121	293,356	807,409	7,728,056
" 1872	6,526,894	959,811§	143,242†	153,180	367,319	846,933	8,333,638
" 1873	6,709,923	1,011,111§	142,031†	203,222	508,199	1,089,800	8,810,839
" 1874	7,137,708	867,205§	132,949†	175,143	700,747	1,008,839	9,013,752
" 1875	7,991,831	793,858§	144,205†	192,373	764,233	1,100,811	9,886,500
" 1876	10,883,155	13,307,920§	157,833†	152,582	691,319	1,006,734	15,180,809

† Eleven months only.

‡ Engaged in foreign trade only.

§ Engaged in coasting trade only.

|| Including tonnage of foreign shipping engaged in the coasting trade to the amount of 210,727 in 1867, 183,491 in 1868, 230,080 in 1869, 209,406 in 1870, 192,794 in 1871, 183,192 in 1872, 236,348 in 1873, 194,541 in 1874, 220,026 in 1875, and 234,601 in 1876.

¶ The enormous increase is attributed to the returns for Bombay, Madras, and British Burma not including the intercourse between British Ports within those Presidencies in previous years.

TABLE, No. 13.

## PASSENGER SHIPS.

NUMBER AND TONNAGE OF SHIPS THAT CLEARED UNDER THE PASSENGERS ACTS FROM THE UNITED KINGDOM, FROM 1853 TO 1876, DISTINGUISHING BRITISH FROM FOREIGN SHIPS, AND SHOWING THE NUMBER OF PASSENGERS CARRIED BY THEM RESPECTIVELY, AND THE COUNTRIES TO WHICH THEY PROCEEDED.

Y E A R.	Number and Tonnage of Ships in which Passengers were Carried.				COUNTRIES TO WHICH PASSENGERS WERE CARRIED.												TOTAL	
	British Ships.		Foreign Ships.		United States.		British North American Possessions.		New South Wales and Australia.		New Zealand.		Other Parts.		In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.
	Number of Passengers		Number of Passengers		Number of Passengers		Number of Passengers		Number of Passengers		Number of Passengers		Number of Passengers		In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.
	In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.	In British Ships.	In Foreign Ships.				
1853 -	524	354,140	460	479,736	34,794	182,416	29,050	968	44,108	8,631	1,153	-	538	-	109,643	192,015	109,643	192,015
1854 -	508	391,325	385	443,748	22,883	154,551	37,873	410	74,340	2,462	867	-	420	-	136,388	157,423	136,388	157,423
1855 -	263	213,497	272	344,913	2,092	87,016	14,502	1,157	39,756	230	2,195	-	108	-	58,653	88,403	58,653	88,403
1856 -	264	218,951	275	363,493	8,661	92,141	11,834	679	36,936	502	3,845	-	596	44	61,872	93,366	61,872	93,366
1857 -	357	368,601	260	254,031	23,190	94,238	14,154	2,094	49,372	4,852	3,994	-	834	-	91,544	101,179	91,544	101,179
1858 -	269	291,233	190	257,334	11,373	40,662	4,826	968	30,036	1,475	5,695	-	2,337	-	54,267	43,105	54,267	43,105
1859 -	254	284,292	181	243,391	15,004	45,467	2,245	-	19,978	509	8,277	-	9,785	-	55,289	45,976	55,289	45,976
1860 -	210	255,936	184	249,194	21,519	49,666	2,470	203	16,103	507	4,960	-	3,566	-	48,618	50,376	48,618	50,376
1861 -	190	256,957	108	137,242	15,688	23,641	3,337	-	16,937	-	4,143	-	2,034	-	42,339	23,641	42,339	23,641
1862 -	277	344,888	137	175,323	20,656	30,008	7,239	733	28,176	-	11,129	-	1,550	-	69,050	30,791	69,050	30,791
1863 -	402	533,349	189	241,125	60,322	72,362	13,322	-	36,381	-	13,317	-	1,039	-	124,371	72,362	124,371	72,362
1864 -	406	513,882	138	186,026	82,086	58,922	11,769	-	25,944	-	11,290	-	373	-	131,462	58,922	131,462	58,922
1865 -	417	566,109	92	125,689	109,807	31,300	16,403	-	27,742	-	6,432	-	421	-	160,805	31,300	160,805	31,300
1866 -	414	615,380	80	101,484	116,749	24,015	12,086	-	17,196	-	3,381	-	209	-	149,621	24,015	149,621	24,015
1867 -	402	600,240	52	66,453	138,196	10,097	14,507	-	7,697	-	3,255	-	183	-	163,838	10,097	163,838	10,097
1868 -	406	614,823	31	40,167	137,230	9,044	20,249	-	5,994	-	2,605	-	771	-	167,029	9,044	167,029	9,044
1869 -	480	760,650	20	30,438	187,895	7,891	31,941	-	8,337	-	2,174	-	38	-	230,385	7,891	230,385	7,891
1870 -	539	877,624	18	26,988	184,043	4,805	33,142	-	9,255	-	3,194	-	147	-	229,781	4,805	229,781	4,805
1871 -	553	952,609	20	31,027	185,724	4,774	31,551	-	6,306	-	2,352	-	-	-	225,833	4,774	225,833	4,774
1872 -	638	1,192,302	8	12,356	210,222	1,913	27,431	-	6,302	-	6,021	-	1,895	-	251,871	1,913	251,871	1,913
1873 -	678	1,219,783	6	12,658	223,321	970	36,292	-	10,106	-	11,680	-	398	-	281,797	970	281,797	970
1874 -	641	1,156,870	21	43,322	132,324	5,294	24,056	-	13,245	-	35,738	-	733	-	206,156	5,294	206,156	5,294
1875 -	501	966,971	26	51,755	90,087	5,420	15,191	-	11,890	-	17,007	-	3,203	-	137,378	5,420	137,378	5,420
1876 -	424	841,054	26	51,740	58,756	4,397	9,279	-	17,766	-	7,939	-	4,861	-	98,591	4,397	98,591	4,397



TABLE, No. 14.

## APPRENTICES.

NUMBER of APPRENTICES' INDENTURES Enrolled, and the Number Cancelled in each Year, from 1845 to 1876.

Y E A R.	Number Enrolled.	Cancellations, Deaths, and Expirations.	Y E A R.	Number Enrolled.	Cancellations, Deaths and Expirations.
1845 - - -	15,704	7,412	1860 - - -	5,616	7,404
1846 - - -	10,376	6,928	1861 - - -	5,836	6,650
1847 - - -	11,521	7,041	1862 - - -	5,880	5,588
1848 - - -	11,440	7,762	1863 - - -	5,636	5,807
1849 - - -	9,659	10,540	1864 - - -	5,520	5,925
1850 - - -	5,055	10,270	1865 - - -	5,638	5,529
1851 - - -	5,275	10,597	1866 - - -	5,454	5,705
1852 - - -	5,845	10,487	1867 - - -	5,444	5,611
1853 - - -	6,828	9,333	1868 - - -	4,975	5,754
1854 - - -	7,935	5,682	1869 - - -	4,613	5,553
1855 - - -	7,461	5,712	1870 - - -	4,241	5,495
1856 - - -	7,410	6,084	1871 - - -	4,111	5,322
1857 - - -	6,850	7,092	1872 - - -	4,360	4,913
1858 - - -	5,578	7,676	1873 - - -	4,054	4,769
1859 - - -	5,773	7,755	1874 - - -	4,445	4,448
			1875 - - -	4,397	4,205
			1876 - - -	4,740	4,233

Note.—It appears by the Official Records that—

On the 31st December 1870 there were 18,303 Indentures in existence.

On the 31st December 1871 " " 17,092 " "

On the 31st December 1872 " " 16,539 " "

On the 31st December 1873 " " 15,815 " "

On the 31st December 1874 " " 15,812 " "

On the 31st December 1875 " " 16,004 " "

On the 31st December 1876 " " 16,511 " "

TABLE, No. 15.

## SEAMEN'S WAGES.

RATES OF WAGES (per Month) of ABLE SEAMEN in various Trades, in the Ports of Bristol

PORTS.	VOYAGES TO	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.*
BRISTOL		<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
	Mediterranean	50	45	45	45	50	55	80	65	65	50	50	50	50	55	55	55	55	55	55
	North America	50	45	45	50	50	50	70	70	55	55	55	55	50	55/ to 65/	55/ to 65/	55/ to 65/	55/ to 65/	60, to 65	60 to 70
	South America	45	45	45	50	45	45	60	65	00	50	47 6	50	50	52 6	52 0	52 6	52/6 to 55	55, to 60/	55 to 60
	Coast of Africa	50	50	50	50	50	50	60	60	50	50	50	50	50	50	50	50	50/ to 55/	55 to 60	55/ to 57 6
	East Indies and China	45	45	-	45	50	40	60, to 70/	60	50	-	45	-	-	50	50	50	50	50, to 55/	52 6 to 55
GLASGOW	Australia	40	40	40	-	50	50	60	65	60	50	45	50	-	50	50	50	50	-(a)	-(a)
	Mediterranean	45	45	45	50	55	55	75	70	70	60	60	55	55	60	60	00	60	65	80
	North America	50	50	50	55	50	70/ to 75/	90	80	65	70	70	55	70	65	65	70	75	80	80
	South America	45	50	45	45	50	60	70/ to 75/	05	55	60	55	55	50	55	55	55	55	60	60
	Coast of Africa	-	-	45	45	-	-	70	70	65	-	-	60	55	60	60	60	60	60	60
	East Indies and China	45	45	45	45	45	65	-	60	65	65	50	60	50	55	55	50	55	60	60
LIVERPOOL	Australia	45	45	45	45	45	60/ to 80/	70	65	60	-	50	60	55	55	55	60	55	60	60
	Mediterranean	45	45	50	45	45	50	80	60	80	65	60	55	50	50/ to 55/	50/ to 55/	50	55/ to 60/	55	55 to 60
	North America	50	50	50	50	50	75	70	60	65, to 70/	80	55	65	00	55, to 80/	55, to 70/	65, to 80/	75/ to 80/	70 to 80	70 to 85
	South America	45	45	45	50	45	50	00	75	75	55	50	50	50	55	55	50	50	50/ to 55	55
	Coast of Africa	45	45	40	45	45	45	45	60	70	50	45	50	50	50/ to 55/	50	45/ to 55/	50	50	50
	East Indies and China	40	45	40/ to 45/	45	45	40	45	55	60	60	45	50	50	45/ to 50/	50/ to 55/	50	50/ to 60/	50	55
LONDON	Australia	45	40	45	45	50	60	60	70/ to 80/	70	55	45	45	50	45/ to 50/	45/ to 50/	50	50/ to 60/	50	50
	Mediterranean	45	47 6	45	45	45	50/ to 60/	60	65	60	50	45	50	50	52 6	52 6	52 6	52 6	52 6	52 6 to 70/
	North America	55	55	50	50	50	65/ to 70/	65	70	62 6	55	52	55 to 60	55, to 60	60	50/ to 60/	55/ to 60/	55 to 65	60 to 65	55 to 75
	South America	45	45	45	45	45	50	60	65	62 6	51	45	50	50	50	50	50	50	50 to 55	50 to 70
	Coast of Africa	45	45	45	45	45	50	60	75	60	50	48 6	50	50	50	50	50/ to 52 6	50	50	50 to 65
	East Indies and China	40	40	40	40	40	45/ to 60/	60	65	60	50	45	50	50	45, to 50/	50	50	50	50	50 to 70
NEWCASTLE and SHIELDS	Australia	40	40	40	40	55	1/ to 80/	75	60	55	50	47	50	50	50	50	50/ to 55	50	50	50 to 70
	Mediterranean	55	55	50	50	50	50	90	70	90	00	50	50	60	57 6 to 60	55/ to 60	57 6 to 60	60, to 65/	65	65
	North America	60	60	57 6	55	60	70	90	90	80	70	55	55	70	65	65	65	65	75	80
	South America	45	52 6	45	42 6	45	45	70	70	70	55	50	45	60	50	52 6	55	55	55 to 65	60 to 62 6
	Coast of Africa	50	45	-	-	-	-	55	-	-	-	-	-	-	60	55	55	57 6	57 6	57 6
	East Indies and China	45	45	45	42 6	42 6	45	50	70	55	55	45	45	50	50	50	50	55	55	60

Note.—The above rates of wages have been obtained from the books kept by the Superintendents of Mercantile Marine at the several ports mentioned (except in the case of Liverpool where no record is kept, and where the Superintendent makes his report from the knowledge of the deputies engaged in shipping crews). In reply to special inquiries as to the recent practice of the superintendents in preparing the information, it is stated that the "average" rates of wages have been taken at Glasgow and South Shields, and the rates that have prevailed, with but little fluctuation, at London, Liverpool, Bristol and North Shields. As a rule it is noticed that there are few fluctuations in the prevailing rates in the years 1875 and 1876, the years for which fresh information is now added. Where there have been fluctuations, the extreme highest rates and the extreme lowest rates have been stated.



TABLE, No. 15.

## SEAMEN'S WAGES.

Glasgow, Liverpool, London, Newcastle, and Shields, in each Year from 1848 to 1876. (See Note below.)

1847	1849.				1870.		1871.		1872.†		1873.		1874.		1875.		1876.		Ports.
	Sailing.	Steam.	Sailing.	Steam.	Sailing.	Steam.	Sailing.	Steam.	Sailing.	Steam.	Sailing.	Steam.	Sailing.	Steam.	Sailing.	Steam.	Sailing.	Steam.	
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
50 -	55 -	55 -	60. to 65.	55 -	60. to 75.	55 -	67 6	65 -	80 -	65. to 75.	80 -	70 -	80 -	70. to 80.	80 -	70 -	80 -		BRISTOL.
50. to 65.	55. to 60.	55. to 60.	55 -	55. to 65.	-	55. to 60.	65 -	70 -	80 -	80. to 90.	80 -	75. to 80.	80 -	75. to 80.	80 -	70. to 82.6	80 -		
55 -	55 -	50. to 55.	-	50. to 55.	-	50. to 55.	-	60. to 65.	-	70 -	-	70 -	-	65. to 70.	70 -	70 -	-		
52 6 to 55.	55 -	55 -	-	55 -	-	55 -	-	60 -	-	70 -	-	70 -	-	70 -	-	60. to 70.	-		
50. to 55.	50 -	50. to 52.6	-	50 -	-	47 6	-	60. to 65.	-	70 -	-	65. to 70.	-	70 -	-	65 -	-		GLASGOW.
(a) -	52 6	50. to 52.6	-	50 -	-	-	-	-	-	70 -	-	-	-	-	-	-	-		
62 6	60 -	60 -	65 -	60 -	65 -	65 -	65 -	70 -	80 -	70. to 75.	80 -	70 -	80 -	70 -	80 -	75 -	80 -		
80 -	80 -	70. to 80.	80 -	70. to 80.	80 -	80 -	80 -	90 -	100 -	90 -	90 -	90 -	90 -	90 -	90 -	90 -	90 -		
60 -	60 -	55. to 60.	65 -	55. to 60.	65 -	55 -	60 -	70 -	70 -	70 -	80 -	70 -	80 -	70 -	70 -	70 -	70 -		LIVERPOOL.
60 -	65 -	55. to 60.	65 -	55. to 60.	65 -	60 -	60 -	70 -	70 -	70 -	80 -	70 -	80 -	70 -	-	70 -	-		
60 -	60 -	55 -	65 -	55 -	65 -	55 -	80 -	70 -	80 -	70 -	80 -	70 -	80 -	70 -	70 -	70 -	70 -		
60 -	60 -	55 -	-	55 -	-	55 -	-	70 -	-	70 -	80 -	70 -	75 -	70 -	80 -	70 -	80 -		
55. to 60.	50. to 55.	50 -	60 -	50 -	60 -	50 -	60. to 70.	60 -	60. to 70.	60 -	70 -	60 -	70 -	60 -	70 -	60 -	70 -		LONDON.
60. to 80.	60. to 70.	65 -	80 -	65 -	80 -	65. to 80.	80 -	70. to 90.	60. to 90.	90 -	90 -	90 -	90 -	80 -	90 -	80 -	90 -		
50. to 60.	50 -	50 -	60 -	50 -	60 -	50 -	60 -	60 -	60. to 70.	60 -	65 -	60 -	70 -	60 -	70 -	60 -	70 -		
50 -	50 -	50 -	55 -	50 -	55 -	50 -	55 -	60 -	55. to 60.	55 -	60 -	60 -	60 -	60 -	55 -	60 -	55 -		
50. to 55.	50 -	50 -	55 -	50 -	55 -	50 -	60 -	60 -	60. to 65.	60 -	60 -	60 -	60 -	60 -	60 -	60 -	60 -		NEWCASTLE AND SHIELDS.
50. to 55.	50 -	50 -	55 -	50 -	55 -	50 -	55 -	55. to 60.	60 -	60 -	60 -	60 -	65 -	60 -	-	60 -	-		
50 -	50 -	50. to 55.	60. to 70.	50. to 55.	60. to 70.	55 -	67 6	60 -	65. to 70.	65. to 70. §	70. to 75.	65. to 70. §	70. to 75.	70 -	70. to 75.	70 -	70. to 75.		
55. to 65.	55. to 65.	55. to 70.	70. to 80.	55. to 70.	70. to 80.	60 -	80 -	65. to 70.	80. to 90. ‡	70. to 80.	80. to 90.	65. to 80.	90 -	70 -	75. to 90. ‡	70 -	75. to 90. ‡		
50 -	50 -	50 -	60. to 65.	50 -	60. to 65.	50 -	60 -	60 -	67 6	65 -	70 -	65 -	70 -	65 -	70 -	65 -	70 -		NEWCASTLE AND SHIELDS.
50. to 55.	50 -	50 -	-	50 -	-	50 -	65 -	60 -	70 -	65. to 70.	80 -	65. to 70.	80 -	65 -	70 -	65 -	70 -		
50 -	50 -	50 -	60. to 65.	50 -	60. to 65.	50 -	70 -	60 -	70 -	65 -	70 -	65 -	70 -	65 -	70 -	65 -	70 -		
70 -	50 -	50 -	50 -	50 -	50 -	50 -	60 -	60 -	70 -	65 -	65. to 70.	65 -	65. to 70.	65 -	65. to 70.	65 -	65. to 70.		
60 -	55. to 60.	50. to 57.6	70 -	57 6	70 -	60 -	70 -	62.6 to 70.	72.6 to 75.	70. to 75.	77.6 to 85.	70. to 80.	80. to 90.	70. to 75.	80 -	70 -	80 -		NEWCASTLE AND SHIELDS.
70 -	65 -	55. to 60.	70 -	60. to 65.	70 -	60. to 75.	-	70. to 80.	80 -	70. to 85.	80. to 100.	80. to 95. ‡	85. to 95.	70. to 80.	80 -	70. to 80.	80 -		
50 -	55 -	50. to 55.	-	50. to 55.	-	52.6 to 70.	70 -	55. to 65.	70 -	60. to 75.	-	60. to 75.	-	65. to 75.	80 -	65. to 70.	80 -		
50 -	(b)	55 -	27 per week.	57.6 to 60.	28. per week.	55. to 60.	28. to 30. per week.	55. to 65.	70. to 75.	75 -	77.6 to 100.	65. to 72.6	80. to 100.	65. to 70.	80 -	65. to 70.	80 -		
50 -	52 6	45. to 50.	60 -	50. to 55.	60 -	52.6 to 55.	75 -	55. to 60.	70. to 75.	60. to 80.	75. to 80.	60. to 65.	80. to 85.	65 -	80 -	60. to 65.	75. to 80.		NEWCASTLE AND SHIELDS.
50 -	52 6	50 -	-	50 -	-	52.6 to 55.	75 -	55. to 60.	70 -	60. to 65.	80 -	70 -	-	65 -	80 -	65 -	80 -		

† General average wages from 1872.  
 § The superintendent at Poplar reports that there has been a very limited supply of men throughout the year. Masters have managed to fill up their crews (sometimes with difficulty), but have had no choice.  
 || 11. 10 s. to 11. 12 s. 8 d. per week, without provisions.

(a) No vessels employed in the Australian trade out of Bristol for the years 1865, 1866, and 1867. (b) No vessels employed in the Coast of Africa trade out of Newcastle or Shields in the year 1868.

TABLE, No. 16.

## SEAMEN—(BRITISH AND FOREIGN).

NUMBERS of BRITISH and FOREIGN SEAMEN serving in REGISTERED SAILING and STEAM VESSELS of the UNITED KINGDOM (exclusive of River Steamers), employed in the Home and Foreign Trade, showing the Proportions of Foreign to British Seamen, from 1851 to 1876.

(Masters are not included in this Return.)

Y E A R.	Number of British Seamen Employed.	Number of Foreign Seamen Employed.	Total Number of Seamen Employed.	Per-centage of Foreign to British Seamen Employed.
1851 - - -	136,144	5,793	141,937	4·2
1852 - - -	153,863	5,700	159,563	3·7
1853 - - -	165,205	7,321	172,526	4·4
1854 - - -	149,215	13,200	162,415	8·8
1855 - - -	155,610	12,927	168,537	8·3
1856 - - -	160,597	13,321	173,918	8·3
1857 - - -	162,012	14,375	176,387	8·9
1858 - - -	165,498	12,334	177,832	7·4
1859 - - -	160,210	12,296	172,506	7·6
1860 - - -	157,312	14,280	171,592	9·
1861 - - -	Not separated - -		171,957	—
1862 - - -	157,767	16,096	173,863	10·2
1863 - - -	165,794	18,933	184,727	11·4
1864 - - -	173,833	21,923	195,756	12·6
1865 - - -	177,363	20,280	197,643	11·4
1866 - - -	Not separated - -		196,371	—
1867 - - -	174,523	21,817	196,340	12·5
1868 - - -	177,239	20,263	197,502	11·4
1869 - - -	175,332	20,158	195,490	11·4
1870 - - -	177,951	18,011	195,962	10·1
1871 - - -	181,973	17,765	199,738	9·76
1872 - - -	183,129	20,591	203,720	11·24
1873 - - -	182,399	19,840	202,239	10·87
1874 - - -	182,687	20,919	203,606	11·45
1875 - - -	178,994	20,673	199,667	11·55
1876 - - -	177,727	20,911	198,638	11·76



STATEMENT showing the TONNAGE of REGISTERED SAILING and STEAM VESSELS (exclusive of River Steamers) belonging to the UNITED KINGDOM employed in the HOME and FOREIGN TRADE in 1854, and from 1869 to 1876; and the Number of Men (exclusive of Masters) employed therein; and showing the Proportion of Men to every 100 Tons in each Trade and Class of Vessel.

TRADES IN WHICH EMPLOYED.	Year.	SAILING SHIPS.			STEAM VESSELS.			TOTAL.		
		Tons.	Men.	Proportion of Men to 100 Tons.	Tons.	Men.	Proportion of Men to 100 Tons.	Tons.	Men.	Proportion of Men to 100 Tons.
In the Home Trade	1854	694,712	34,510	4.97	54,002	3,840	7.11	748,714	38,350	5.12
	1869	776,683	39,481	5.08	161,984	10,049	6.20	938,667	49,530	5.27
	1870	766,742	40,265	5.25	170,746	11,445	6.7	937,488	51,710	5.51
	1871	777,185	41,828	5.38	195,125	12,613	6.46	972,310	54,441	5.60
	1872	794,162	42,095	5.30	208,490	13,238	6.35	1,002,652	55,333	5.52
	1873	749,945	39,590	5.28	215,263	13,243	6.15	964,608	52,833	5.48
	1874	698,599	36,951	5.33	219,550	13,323	6.07	913,149	50,274	5.51
	1875	715,950	37,401	5.22	231,732	13,479	5.82	947,672	50,880	5.37
	1876	707,343	36,561	5.17	247,255	14,664	5.93	954,598	51,225	5.36
	1854	202,124	8,099	4.01	19,135	1,328	6.94	221,259	9,427	4.26
Partly in the Home and partly in the Foreign Trade	1869	288,849	10,265	3.55	73,964	3,048	4.12	362,813	13,313	3.66
	1870	283,682	9,988	3.52	108,813	4,221	3.87	392,495	14,209	3.62
	1871	286,803	10,060	3.51	137,964	5,767	3.65	444,767	15,827	3.56
	1872	245,563	8,580	3.49	121,337	4,603	3.80	366,900	13,185	3.59
	1873	204,667	7,521	3.67	97,445	3,817	3.92	302,112	11,338	3.75
	1874	251,235	9,089	3.62	94,264	3,727	3.95	345,499	12,816	3.71
	1875	205,352	7,510	3.66	145,308	5,582	3.84	350,660	13,092	3.73
	1876	184,515	6,767	3.66	133,575	4,833	3.61	318,090	11,600	3.64
	1854	2,619,620	103,913	3.97	139,500	10,736	7.69	2,759,120	114,639	4.15
	1869	3,611,743	102,440	2.83	644,080	30,207	4.68	4,255,823	132,647	3.11
In the Foreign Trade	1870	3,468,717	96,954	2.79	750,410	33,089	4.35	4,229,127	130,043	3.07
	1871	3,279,570	89,147	2.72	936,914	40,323	4.30	4,216,484	129,470	3.07
	1872	3,206,179	86,426	2.70	1,185,877	48,776	4.11	4,392,056	135,302	3.08
	1873	3,113,132	83,706	2.69	1,368,245	54,302	3.97	4,481,377	138,068	3.08
	1874	3,092,730	82,693	2.67	1,513,210	57,823	3.82	4,605,940	140,516	3.05
	1875	3,123,202	81,329	2.60	1,470,158	54,366	3.70	4,593,360	135,695	2.95
	1876	3,234,200	82,483	2.55	1,489,264	53,330	3.58	4,723,464	135,613	2.87
	1854	3,516,456	146,522	4.17	212,637	15,894	7.47	3,729,093	162,416	4.36
	1869	4,677,275	152,186	3.25	880,028	43,304	4.92	5,557,303	195,490	3.51
	1870	4,519,141	147,207	3.25	1,039,969	48,755	4.67	5,559,110	195,962	3.52
	1871	4,343,558	141,035	3.25	1,290,003	58,703	4.55	5,633,561	199,738	3.55
TOTAL	1872	4,245,904	137,101	3.23	1,515,704	66,619	4.40	5,761,608	203,720	3.54
	1873	4,067,144	130,877	3.22	1,680,953	71,362	4.24	5,748,097	202,239	3.52
	1874	4,037,564	128,733	3.19	1,827,024	73,873	4.10	5,864,588	203,606	3.47
	1875	4,044,504	126,240	3.12	1,847,188	73,427	3.98	5,891,692	199,667	3.39
	1876	4,126,058	125,811	3.05	1,870,094	72,827	3.89	5,996,152	198,638	3.31

TABLE, No. 18.

## UNITED KINGDOM.

NUMBER and TONNAGE of BRITISH SAILING VESSELS under 300 Tons, employed  
Employed therein, in each

YEARS.	HOME TRADE.			PARTLY HOME AND PARTLY FOREIGN TRADE.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1860 - -	10,825	813,567	38,938	1,284	194,372	7,675
1861 - -	11,037	824,356	39,355	1,246	189,432	7,446
1862 - -	10,470	767,423	36,394	1,392	209,276	8,178
1863 - -	10,670	749,895	36,648	1,609	240,473	9,400
1864 - -	10,994	785,780	37,629	1,529	232,239	8,940
1865 - -	11,156	794,141	37,595	1,564	244,421	9,295
1866 - -	11,204	810,780	37,353	1,404	219,120	8,223
1867 - -	11,488	835,627	38,421	1,109	164,745	6,293
1868 - -	11,777	800,813	39,353	1,334	200,011	7,510
1869 - -	11,564	771,667	39,351	1,458	224,068	8,413
1870 - -	11,587	762,903	40,142	1,428	213,387	7,987
1871 - -	11,826	771,775	41,704	1,425	210,411	7,947
1872 - -	12,232	791,143	42,010	1,255	182,823	6,954
1873 - -	11,536	742,679	39,462	1,276	178,921	6,811
1874 - -	10,822	691,536	36,890	1,377	207,392	7,913
1875 - -	10,551	709,980	37,245	1,251	176,195	6,724



TABLE, No. 18.

UNITED KINGDOM.

in the HOME and FOREIGN TRADE, with the Number of Men (exclusive of Masters)  
Year from 1860 to 1875.

FOREIGN TRADE.			TOTAL.			YEARS.
Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	
3,227	587,469	25,794	15,336	1,595,408	72,407	1860
3,205	583,373	25,391	15,488	1,597,161	72,192	1861
3,298	598,199	26,034	15,160	1,574,898	70,606	1862
3,293	596,059	25,752	15,572	1,586,427	71,800	1863
3,171	581,587	24,679	15,694	1,599,606	71,248	1864
2,874	541,386	22,629	15,594	1,579,948	69,519	1865
3,011	565,315	23,366	15,619	1,595,215	68,942	1866
3,037	578,362	23,278	15,634	1,578,734	67,992	1867
2,888	554,181	22,111	15,999	1,555,005	68,974	1868
2,625	508,734	20,138	15,647	1,504,469	67,902	1869
2,593	494,429	19,412	15,608	1,470,119	67,541	1870
2,264	440,750	16,911	15,515	1,422,936	66,562	1871
2,239	437,737	16,612	15,726	1,411,703	65,576	1872
2,199	433,118	16,195	15,011	1,354,718	62,468	1873
2,048	406,845	15,144	14,247	1,305,773	59,947	1874
1,738	348,265	13,015	13,540	1,234,440	56,984	1875

TABLE, No. 19.

## ANALYSIS OF CREWS OF MERCHANT SAILING SHIPS.

COMPARATIVE TABLE showing the Constitution of the Crews of certain British Vessels (Sailing Vessels)

1865.

Vessel's Name.	Official Number.	Port.	Tons.	Owners.	Description of Voyage.	Mates.	Midshipmen.	Boatswains.	Quartermasters.	Carpenters.	Sailmakers.	Able Seamen.	Ordinary Seamen.
Cairngorm -	443	Glasgow -	1,016	J. & A. Allan -	Ardrossan to Quebec -	1	-	1	-	1	1	15	6
Ellen Stuart -	15,370	Liverpool -	1,572	Stuart & Douglas -	Liverpool to Bombay -	3	-	1	-	1	1	15	4
Santiago -	15,391	Liverpool -	460	Balfour & Williamson	Liverpool to Valparaiso	3	-	-	-	1	1	6	1
Lady Douglas	15,469	London -	594	Albion Shipping Com- pany.	Glasgow to Rangoon -	2	-	1	-	1	1	9	1
West Australian	21,099	Liverpool -	600	John Adamson -	London to Valparaiso -	2	-	1	-	1	1	7	2
Belmont -	21,101	Plymouth -	892	William Clark -	Plymouth to St. Thomas	2	-	1	-	1	-	13	4
Lincolnshire -	21,172	London -	1,025	Money Wigram & Sons.	London to Port Philip -	4	4	1	-	1	1	24	4
Zealandia -	21,180	Greenock -	1,054	Fletcher Brothers -	London to Canterbury -	3	-	1	-	1	-	17	4
Moravian -	22,526	Aberdeen -	968	G. Thompson, jun., & Co.	London to Melbourne -	2	-	1	1	1	1	17	3
Delta -	24,801	South Shields	903	J. V. L. Lace -	London to Quebec -	2	-	-	-	1	-	10	3
Blackwall -	24,894	London -	674	Richard Green -	London to Sydney -	5	3	1	3	1	-	14	4
Favorite -	25,087	Liverpool -	423	Edward Thorpe -	Glasgow to Buenos Ayres	1	-	1	-	1	-	7	1
Harkaway -	25,211	London -	814	F. & S. F. Some -	London to Bombay -	2	-	1	-	1	-	14	3
Liverpool -	32,982	London -	1,455	George Marshall -	London to Valparaiso -	3	4	1	-	1	1	22	2
Victory -	33,002	Newcastle -	752	Matthew J. Wilson -	Shields to Alexandria -	1	-	1	-	1	1	10	1
Lady Head -	33,291	North Shields	664	P. Hick -	Cardiff to Callao -	2	-	-	-	1	1	7	1
Missouri -	33,295	Liverpool -	818	A. Gibson -	Liverpool to Bombay -	1	-	1	-	1	1	9	3
Bruce -	33,307	Port Glasgow	1,095	Lewis Potter -	Glasgow to Melbourne -	2	-	1	-	1	1	12	6
Resolute -	33,322	Aberdeen -	1,072	William Rose -	Glasgow to Auckland -	3	-	1	-	1	1	18	4
Pride of Canada	33,394	Glasgow -	942	Taylor, Tipper & Co.	London to Calcutta -	3	-	1	-	1	-	11	5
Charger -	35,098	Belfast -	1,060	James P. Corry & Co.	Liverpool to Bombay -	2	-	-	-	1	1	10	4
William Wright	35,105	Liverpool -	752	R. & R. Davis -	Cardiff to Caldera -	2	-	1	-	1	-	10	3
Herbert -	42,620	London -	1,088	J. A. Marsh -	Cardiff to Manilla -	2	-	-	-	1	-	12	-
Edward Percy	42,622	Liverpool -	880	E. Bates -	Liverpool to Bombay -	1	-	1	-	1	1	16	2
Cicero -	42,629	Liverpool -	1,130	W. H. Dixon -	Liverpool to Calcutta -	2	-	1	-	1	1	15	2
Queen of Australia	42,651	Liverpool -	1,238	Fernie Brothers & Co.	London to Melbourne -	2	-	-	-	1	1	18	2
Mistress of the Seas	42,652	Liverpool -	1,740	Fernie Brothers & Co.	Liverpool to Bombay -	3	-	1	-	1	1	17	6
Glasgow -	42,721	Greenock -	1,169	James Stewart -	Cardiff to Shanghai -	2	-	1	-	1	1	15	-
City of Cashmere	45,957	Glasgow -	980	G. Smith & Sons -	London to Calcutta -	3	-	-	-	1	1	17	-
City of Amoy -	45,960	Glasgow -	994	George Smith & Sons	Glasgow to Calcutta -	2	-	1	-	1	1	13	2
Kiltearn -	51,466	Liverpool -	599	Wm. R. Sandback -	Liverpool to Demerara	1	-	1	-	1	-	10	4
TOTAL -			29,423	- - - -	- - - -	69	11	24	4	31	21	410	87

## ABSTRACT OF THE ABOVE

Capacities: showing Increase and Decrease in each.

Number of Men to each 100 Tons,  
exclusive of Master.

1865. 1875.

2-8447 2-3859

Capacity.	1865.	1875.
Mates -	69	59
Midshipmen -	11	3
Boatswains -	24	21
Quartermasters -	4	-
Carpenters -	31	30
Sailmakers -	21	19
Able Seamen -	410	389
Ordinary Seamen -	87	54
Apprentices -	52	26
Boys -	23	16
Other Persons -	105	85
TOTAL -	837	702

Note.—In the above Table ships belonging to certain well known firms have been selected at the chief Ports of the United Kingdom as representati



TABLE, No. 19.

ANALYSIS OF CREWS OF MERCHANT SAILING SHIPS.

Employed in the Foreign Trade of the United Kingdom, in the Years 1865 and 1875.

1865.					1875.														
Apprentices.	Boys.	Other Persons.	Total Crew.	Total Foreigners.	Owners.	Description of Voyage.	Mates.	Midshipmen.	Boatswains.	Quartermasters.	Carpenters.	Sailmakers.	Able Seamen.	Ordinary Seamen.	Apprentices.	Boys.	Other Persons.	Total Crew.	Total Foreigners.
1	-	3	28	3	J. & A. Allan - -	Liverpool to Quebec -	2	-	1	-	1	-	18	2	-	-	3	27	3
4	-	2	31	3	Stuart & Douglas -	London to Calcutta -	3	-	-	-	1	-	18	2	2	-	2	28	13
-	2	2	16	2	Balfour & Williamson	Middlesbro' to Algoa Bay	2	-	-	-	1	-	7	-	3	-	1	14	5
-	-	2	17	-	Taylor, Bethell & Co.	London to Rockhampton	3	-	-	-	1	1	10	3	-	-	7	25	8
2	-	2	18	1	John Williamsonson -	London to Adelaide -	2	-	-	-	1	1	7	2	-	2	2	17	1
1	1	3	26	-	George Gilpin - -	Plymouth to Pensacola -	2	-	-	-	1	1	12	-	-	1	2	19	3
1	2	16	58	4	Money Wigram & Sons.	London to Port Phillip -	3	3	1	-	1	1	16	2	-	4	16	47	4
2	3	10	41	7	Robert Reid Paterson	Greenock to Quebec -	1	-	1	-	1	1	12	1	-	-	2	19	3
3	2	3	34	5	William Henderson -	London to Port Phillip -	3	-	1	-	1	1	16	1	-	-	4	27	8
1	1	2	20	3	William Cay - -	Newcastle to Odessa -	1	-	1	-	1	-	12	-	3	-	2	20	3
-	5	6	42	6	John Stewart - -	London to Tuticorin -	2	-	1	-	1	1	8	-	2	-	2	17	6
-	1	2	14	1	Thomas Middleton -	Cardiff to Buenos Ayres -	1	-	1	-	-	-	5	2	-	-	1	10	4
-	3	2	26	6	Merchant Shipping Company (Limited).	London to Sydney -	3	-	-	-	1	-	11	2	-	2	2	21	3
2	-	5	41	14	John Hall - -	Liverpool to Point de Galle	2	-	1	-	1	1	15	3	-	-	2	25	7
1	-	1	17	3	William Shevill Lishman.	Newcastle to Quebec -	1	-	1	-	1	-	8	2	-	1	1	15	7
4	-	2	18	3	Joseph Baker - -	Newcastle to Odessa -	1	-	1	-	1	-	8	2	-	-	1	14	7
-	-	2	18	3	A. Gibson - -	Liverpool to Mobile -	1	-	1	-	1	-	12	1	-	-	1	17	4
-	3	3	29	-	Andrew Nesmith -	Greenock to Quebec -	2	-	1	-	1	1	15	2	-	-	2	24	-
6	-	10	44	-	William Rose - -	Cardiff to Callao - -	2	-	-	-	1	1	19	-	-	-	2	25	-
-	-	3	24	-	Patrick Pl yfair -	Liverpool to Adelaide -	2	-	-	-	1	-	15	2	-	-	2	22	5
-	-	2	20	5	James P. Corry & Co.	Belfast to Quebec -	1	-	1	-	1	1	12	4	-	1	3	24	-
-	-	2	19	1	Robert Davies - -	Cardiff to Co quim bo -	2	-	-	-	1	-	11	1	-	-	2	17	3
-	-	2	17	9	Joseph Wright - -	Liverpool to Bang or, Ma.	1	-	1	-	1	-	12	-	-	-	2	17	7
-	-	3	25	6	Edward P. Bates -	Liverpool to Bombay -	2	-	1	-	1	1	13	1	-	-	2	21	3
6	-	2	30	9	W. H. Dixon - -	London to Canterbury	2	-	1	-	1	1	19	3	5	-	6	38	7
2	-	3	29	3	Merchants' Trading Company (Limited).	Liverpool to Calcutta -	2	-	1	-	1	1	14	3	1	-	2	25	11
4	-	2	35	4	W. & R. Wright -	Liverpool to Bombay -	3	-	-	-	1	1	17	4	-	3	3	32	9
3	-	2	25	5	Robert Reid Paterson.	Liverpool to Bombay -	2	-	1	-	1	1	12	4	-	-	2	23	7
4	-	2	28	4	G. Smith & Sons -	Glasgow to Otago -	2	-	1	-	1	1	13	4	4	-	2	28	1
6	-	2	28	1	G. Smith & Sons -	Glasgow to San Francisco	2	-	1	-	1	1	14	1	4	-	2	26	5
-	-	2	19	7	William R. Sandback	Liverpool to Demerara -	1	-	1	-	1	1	8	-	2	2	2	18	1
52	23	105	837	118	-	-	59	3	21	-	30	19	389	54	26	16	85	702	148

ABSTRACT OF THE ABOVE.

Nationality of Foreigners.

Nations.				1865.	1875.	Nations.				1865.	1875.
Norwegians - - - -				19	13	Italians - - - -				4	6
Swedes - - - - -				30	29	Greeks - - - - -				2	3
Danes - - - - -				8	5	Austrians - - - - -				4	18
Germans - - - - -				25	27	Portuguese - - - - -				3	2
Dutch - - - - -				5	2	Americans - - - - -				7	14
French - - - - -				4	8	Russians - - - - -				3	12
Spanish - - - - -				—	3	Other Countries - - - - -				4	3
Belgians - - - - -				—	3	TOTAL - - - -				118	148

their class, care being taken to select those vessels which it has been found possible to trace on the Registers both of the years 1865 and 1875.

TABLE, No. 20.

ANALYSIS OF CREWS OF MERCHANT STEAM SHIPS.

COMPARATIVE TABLE showing the Constitution of the Crews of certain British Vessels.

1865.

Vessel's Name	Official Number.	Port.	Tons.	Horse Power.	Owners.	Description of Voyage.	Mates.	Boatswains.	Quartermasters.	Carpenters.	Able Seamen.	Ordinary Seamen.	Apprentices.	Boys.
Irwell - -	5,348	Hull - -	600	80	John R. R. Ringrose -	Hull to Dantzic - -	2	-	-	-	7	-	-	-
Artemis - -	5,489	Hull - -	528	90	William Clements -	Hull to Copenhagen -	1	1	-	1	7	-	-	-
Brenda - -	8,589	Waterford -	601	120	William Malcolmson -	London to Constanti- nople.	2	1	2	1	6	1	-	2
Vulture - -	12,765	London - -	945	75	Charles Capper - -	Cardiff to St. Nazaire -	1	1	-	1	5	-	-	-
Emperor - -	13,594	Hull - -	987	170	William Liddell - -	Hull to St. Petersburg	2	-	-	1	8	-	-	-
Britannia - -	13,763	London - -	589	130	Western Wood - -	London to Cadiz - -	3	1	2	1	8	1	-	-
City of Baltimore	14,550	Liverpool -	1,775	500	T. L. Birley - -	Liverpool to New York	4	1	-	1	26	3	-	-
Atlantic - -	18,781	Liverpool -	993	150	Lampport and Holt -	Liverpool to Alexandria	3	1	-	1	11	1	-	1
Calabria - -	19,492	Glasgow - -	1,730	409	D. and C. MacIver -	Liverpool to New York	4	1	-	1	41	-	-	1
Albanian - -	19,715	Hull - -	872	180	John F. Mylius - -	Liverpool to Naples -	2	1	-	1	9	1	-	1
Agia Sofia - -	20,460	Liverpool -	1,695	300	Messrs. Papayanni -	Liverpool to Alexandria	3	1	-	1	14	-	-	-
Asia - -	20,778	London - -	842	120	Carr and Hoare - -	Cardiff to Nassau - -	2	1	-	1	12	-	-	-
Ella Constance -	21,173	Hull - -	476	90	Robert Ford - -	Cardiff to Port Said -	1	1	-	1	6	-	-	-
Narwhal - -	22,686	Dundee - -	434	65	James Scott - -	Dundee to Davis Straits	1	1	-	2	7	10	-	2
Great Britain -	25,967	Liverpool -	1,795	500	Liverpool and Australian Navigation Co.	Liverpool to Melbourne	4	1	4	1	38	10	-	-
Shannon - -	27,784	London - -	2,187	800	Royal Mail Steam Packet Co.	Southampton to St. Thomas.	5	1	4	1	14	10	-	7
Una - -	27,846	Hull - -	960	250	R. Malcolmson - -	London to Odessa - -	2	1	-	1	10	1	-	1
Cadiz - -	27,917	London - -	945	120	Peninsular and Oriental Steam Navigation Co.	London to Cadiz - -	3	1	2	1	7	1	-	3
Venetian - -	27,936	Liverpool -	995	200	Gustav C. Schwale -	Liverpool to Genoa - -	3	1	-	1	13	1	-	1
Sicilian - -	28,178	Liverpool -	1,015	250	Jas. J. Bibby - -	Liverpool to Smyrna -	3	1	-	1	12	2	-	1
Bellona - -	29,549	Liverpool -	1,226	300	William Portlaw - -	London to New York -	3	1	3	1	13	1	-	2
China - -	43,705	Glasgow - -	1,614	420	D. and C. MacIver -	Liverpool to Boston -	4	1	-	1	38	-	-	1
Roman - -	44,906	Southampton	1,174	200	Union Steam Ship Co.	Southampton to Cape of Good Hope.	3	1	2	1	10	2	-	2
Kepler - -	45,921	Liverpool -	1,759	180	Lampport and Holt -	Liverpool to Rio Janeiro	3	1	-	1	16	2	-	-
Mexican - -	47,599	Liverpool -	839	180	West India and Pacific Steam Ship Co.	Liverpool to Barbadoes	3	1	-	1	11	3	-	-
TOTAL - - -			26,976	5,879	TOTAL - - -		67	23	19	25	349	50	-	25

ABSTRACT OF THE ABOVE.

Number of Men to each 100 Tons, exclusive of Master.		Capacities: showing Increase and Decrease in each.	
1865.	1875.	Capacity.	
4'8006	4'2593	Mates - - - - -	67
		Boatswains - - - - -	23
		Quartermasters - - - - -	19
		Carpenters - - - - -	25
		Able Seamen - - - - -	349
		Ordinary Seamen - - - - -	50
		Apprentices - - - - -	—
		Boys - - - - -	25
		Engineers - - - - -	78
		Firemen - - - - -	220
		Other persons - - - - -	439
TOTAL - - -		1,295	1,149

Note.—In the above Table ships belonging to certain well known firms have been selected at the chief Ports of the United Kingdom as representative.



TABLE, No. 20.

## ANALYSIS OF CREWS OF MERCHANT STEAM SHIPS.

(Steam Vessels) Employed in the Foreign Trade of the United Kingdom in the Years 1865 and 1875.

1865.					1875.																
Engineers.	Firemen.	Other Persons.	Total Crew.	Total Foreigners.	Owners.	Description of Voyage.	Mates.	Boatswains.	Quartermasters.	Carpenters.	Able Seamen.	Ordinary Seamen.	Apprentices.	Boys.	Engineers.	Firemen.	Other Persons.	Total Crew.	Total Foreigners.		
1	2	4	4	19	-	Thos. Wilson, Sons & Co.	Hull to Dantzic -	2	-	1	-	1	5	-	-	2	5	2	18	4	
2	2	4	3	19	-	Good & Flodman -	Grimsby to Malmo -	2	1	-	-	5	-	-	-	2	5	1	16	-	
3	3	4	6	28	2	Malcolmson Brothers -	London to Bordeaux -	1	1	-	1	7	-	-	1	2	5	4	22	2	
4	2	3	2	15	-	John Viret Gooch -	Newcastle to St. Nazaire -	1	1	-	1	5	-	-	-	2	4	2	16	1	
5	2	12	5	30	-	William Liddell -	London to Palermo -	2	1	-	1	7	1	-	-	3	6	2	23	1	
6	2	6	6	30	-	John Hall, jun. -	London to Lisbon -	3	1	2	1	7	1	-	-	2	7	4	28	2	
7	5	21	28	89	8	Robert Alexander -	Liverpool to Calcutta -	3	1	-	1	15	-	-	1	4	12	8	45	3	
8	3	8	5	34	2	Moss Steam Ship Co. (Limited).	Liverpool to Alexandria -	3	1	-	1	11	2	-	1	3	6	5	33	6	
9	6	22	60	136	5	Burns and MacIver -	Liverpool to New York -	4	1	-	1	37	-	-	1	6	22	48	120	2	
10	3	8	3	29	2	Brown, Atkinson & Co. -	Hull to Cronstadt -	2	1	-	1	7	-	-	-	2	7	2	22	7	
11	3	11	6	39	6	Papayanni Brothers -	Liverpool to Malta -	3	1	-	1	15	-	-	-	3	12	5	40	2	
12	3	8	4	31	3	H. S. Mackenzie -	London to Calcutta -	3	1	-	1	5	3	-	-	3	7	6	29	5	
13	2	5	2	18	1	Stephen H. Lennard -	Cardiff to Rochfort -	1	1	-	-	5	-	-	-	2	5	2	16	3	
14	2	4	37	66	1	Dundee Seal and Whale Fishing Co.	Dundee to Greenland -	1	1	-	1	15	19	-	2	2	3	46	90	1	
15	5	12	61	136	2	Liverpool and Australian Navigation Co.	Liverpool to Melbourne -	4	1	4	1	38	10	-	-	5	12	58	133	11	
16	6	21	64	133	9	Royal Mail Steam Packet Co.	Southampton to Colon -	5	1	4	1	19	2	-	4	6	15	52	109	5	
17	3	4	8	31	2	William Leetham -	Hull to Cronstadt -	2	1	-	1	8	-	-	-	2	6	4	24	1	
18	2	6	6	32	1	John Hall, jun. -	London to Lisbon -	3	1	2	1	8	1	-	1	3	8	4	32	7	
19	3	8	4	35	2	F. R. Leyland & Co. -	Liverpool to Genoa -	3	1	-	1	11	-	-	1	3	8	2	30	3	
20	3	9	4	36	2	F. R. Leyland & Co. -	Liverpool to Genoa -	3	1	-	1	10	1	-	1	3	8	2	30	6	
21	4	6	15	49	1	Thomas Harrison -	Liverpool to Bombay -	4	1	-	1	12	-	-	-	4	6	12	40	1	
22	6	22	60	133	10	Burns and MacIver -	Liverpool to Boston -	4	1	-	1	32	-	-	-	5	12	35	90	6	
23	3	6	21	51	1	Union Steam Ship Co. (Limited).	Southampton to Cape of Good Hope.	4	1	2	1	14	2	-	2	3	8	25	62	-	
24	-	-	14	37	5	Liverpool, Brazil, and River Plate Steam Navigation Co. (Limited).	Liverpool to Rio Janeiro -	3	1	-	1	17	-	-	2	3	8	8	43	1	
25	3	6	11	39	5	West India and Pacific Steam Ship Co.	Liverpool to Barbadoes -	3	1	-	1	12	2	-	-	4	9	6	38	-	
78	220	439	1,295	70	TOTAL - - -			69	24	15	22	323	49	-	17	79	206	345	1,149	73	

## ABSTRACT OF THE ABOVE.

## Nationality of Foreigners.

Nations.	1865.	1875.	Nations.	1865.	1875.
Norwegians - - - -	11	12	Greeks - - - -	4	2
Swedes - - - -	13	11	Austrians - - - -	2	2
Danes - - - -	7	3	Portuguese - - - -	2	3
Germans - - - -	17	18	Americans - - - -	3	6
Dutch - - - -	2	2	Russians - - - -	-	2
French - - - -	4	6	Other Countries - - - -	1	2
Spanish - - - -	1	-			
Belgians - - - -	3	1			
Italians - - - -	-	3			
			TOTAL - - -	70	73

of their class, care being taken to select those vessels which it has been found possible to trace on the Registers both of the years 1865 and 1875.

TABLE, No. 21.

## RELIEF OF DISTRESSED SEAMEN.

RETURN of SUMS VOTED, and of the EXPENDITURE, on account of the RELIEF of DISTRESSED BRITISH SEAMEN "ABROAD," since the Vote has been administered by the Board of Trade, from 1855-56 to 1875-76.

YEAR.				Voted.			Expenditure.		
				£.	s.	d.	£.	s.	d.
Net Expenditure for	1855-56	-	-	17,000	-	-	8,662	5	1
Ditto	- 1856-57	-	-	17,000	-	-	16,695	18	9
Ditto	- 1857-58	-	-	20,000	-	-	21,733	3	2
Ditto	- 1858-59	-	-	20,000	-	-	17,503	9	8
Ditto	- 1859-60	-	-	20,000	-	-	21,094	15	1
Ditto	- 1860-61	-	-	20,000	-	-	20,855	1	5
Ditto	- 1861-62	-	-	20,400	-	-	22,492	7	1
Ditto	- 1862-63	-	-	20,400	-	-	25,876	6	4
Ditto	- 1863-64	-	-	20,400	-	-	19,218	14	2
Ditto	- 1864-65	-	-	34,400	-	-	35,788	16	8
Ditto	- 1865-66	-	-	30,400	-	-	28,259	10	5
Ditto	- 1866-67	-	-	47,342	17	7	*49,162	9	9
Ditto	- 1867-68	-	-	38,187	5	-	38,187	5	-
Gross Expenditure for	1868-69	-	-	45,400	-	-	38,427	7	2
Ditto	- 1869-70	-	-	45,400	-	-	37,059	1	9
Ditto	- 1870-71	-	-	36,000	-	-	35,068	12	1
Ditto	- 1871-72	-	-	35,400	-	-	34,260	8	1
Ditto	- 1872-73	-	-	36,000	-	-	32,578	4	1
Ditto	- 1873-74	-	-	33,000	-	-	30,204	12	2
Ditto	- 1874-75	-	-	29,000	-	-	31,185	16	1
Ditto	- 1875-76	-	-	31,000	-	-	29,220	19	2

\* Includes Five Quarters.



TABLE, No. 22.

## SEAMEN'S SAVINGS BANKS.

ACCOUNT of all DEPOSITS Received and Repaid by the BOARD OF TRADE, under the Authority of the SEAMEN'S SAVINGS BANK ACT, 1856, 19 & 20 Vict. c. 41, from 1st October 1856 to 20th November 1876.

YEAR.	Amount Received.	Amount Paid.	YEAR.	Amount Received.	Amount Paid.
	£. s. d.	£. s. d.		£. s. d.	£. s. d.
1856 - -	1,638 10 -	344 - -	1866 - -	24,040 6 5	22,802 10 11
1857 - -	11,353 3 -	4,572 2 -	1867* - -	32,747 7 4	30,396 17 5
1858 - -	11,005 16 -	7,105 8 9	1868 - -	30,120 2 1	28,522 5 6
1859 - -	13,538 18 3	8,417 17 3	1869 - -	37,029 13 -	34,928 18 7
1860 - -	14,958 17 7	9,653 2 10	1870 - -	33,174 4 5	32,130 13 1
1861 - -	17,112 7 9	12,680 17 2	1871 - -	39,819 3 6	36,658 19 10
1862 - -	17,088 13 1	15,342 11 -	1872 - -	37,625 6 6	34,424 6 7
1863 - -	17,098 5 11	14,090 - 5	1873 - -	43,715 2 3	39,493 3 4
1864 - -	20,583 2 7	17,201 3 6	1874 - -	50,182 15 6	45,964 9 10
1865 - -	21,215 13 9	18,396 11 6	1875 - -	48,370 2 2	47,616 12 9
			1876 - -	50,731 10 5	47,116 - 11

\* A Temporary Deposit Bank was established in this year at Liverpool.

TABLE, No. 23.

## SEAMEN'S MONEY ORDERS.

RETURN showing the Number and Amount of SEAMEN'S MONEY ORDERS issued at Ports in the United Kingdom, and at Ports Abroad, and Paid at Ports in the United Kingdom, from 1867 to 1876 inclusive.

ISSUED.			PAID.		
YEAR.	Number.	Amount Received.	YEAR.	Number.	Amount Paid.
		£. s. d.			£. s. d.
1867 - -	48,674	295,622 3 5	1867 - -	48,621	295,153 4 3
1868 - -	53,003	294,022 6 6	1868 - -	52,995	294,181 15 3
1869 - -	56,740	318,046 14 10	1869 - -	56,707	318,860 2 11
1870 - -	58,039	312,482 6 3	1870 - -	57,947	311,587 8 8
1871 - -	60,632	338,630 18 8	1871 - -	60,289	337,568 14 6
1872 - -	59,350	323,009 16 2	1872 - -	59,201	322,595 13 4
1873 - -	59,816	355,747 14 -	1873 - -	59,717	355,467 11 4
1874 - -	60,808	371,367 2 1	1874 - -	60,568	372,064 8 10
1875 - -	62,006	388,646 15 10	1875 - -	61,759	387,525 9 9
1876 - -	64,650	415,071 16 2	1876 - -	64,324	415,439 15 3

MERCHANT SHIPPING.

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TABLES

SHOWING

THE PROGRESS

OF

BRITISH MERCHANT SHIPPING.

(*Mr. Edward Stanhope.*)

---

*Ordered, by The House of Commons, to be Printed,  
27 April 1877.*

---

182.

*Under 3 oz.*



RETURN to an Order of the Honourable The House of Commons,  
dated 12 March 1877;—for,

COPY “of any MEMORIALS or REPRESENTATIONS received by the Board of Trade or the Corporation of Trinity House in reference to the Site of the proposed NEW LIGHTHOUSE at *Morte Bay*, in the *Bristol Channel*; together with the CORRESPONDENCE between the Board of Trade and the Trinity House or the Memorialists thereon.”

Board of Trade,     }  
22 March 1877.    }

EDWARD STANHOPE.

(*Mr. Morley.*)

*Ordered, by The House of Commons, to be Printed,*  
*23 March 1877.*

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COPY of MEMORIALS or REPRESENTATIONS received by the Board of Trade or the Corporation of Trinity House in reference to the Site of the proposed NEW LIGHTHOUSE at *Morte Bay*, in the *Bristol Channel*; together with the CORRESPONDENCE between the Board of Trade and the Trinity House or the Memorialists thereon.

— No. 1. —

Newport Pilotage Board to Trinity House.

The Memorial of the Newport Pilotage Board, Newport, Monmouthshire,

Sheweth,

THAT your memorialists are the Pilotage Board for the port of Newport, in Monmouthshire.

That your memorialists were recently informed that your Honourable Board had decided on placing a light on Morte Point, in the Bristol Channel. Your memorialists have since learned with much regret that your Honourable Board have abandoned such intention, and have now resolved on placing the light on the Bull Point instead, which your memorialists respectfully submit would be of no advantage whatever to vessels running up the Channel, but would rather tend to mislead them than otherwise. And your memorialists are satisfied, from their own knowledge and the information of pilots and others, that a light placed on Morte Point, combined with the present light on Hartland Point, would be of great utility to vessels navigating the Channel.

Your Memorialists humbly pray your Honourable Board to reconsider this very important matter, and that you will determine to place the light on Morte Point. And your petitioners will ever pray.

(signed) *T. B. Batchelor*, Chairman.

— No. 2. —

Board of Trade to Trinity House.

(H. 1040.)

Sir,

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W., 10 February 1876.

I AM directed by the Board of Trade to transmit herewith an extract from a letter to Lloyd's from their Agent at Ilfracombe, dated the 29th ultimo, which has been forwarded to this office by the Committee, and copy of a letter from Messrs. Marshall and Harris, of Appledore, Devon, on the subject of the site of the proposed new lighthouse in that neighbourhood.

In requesting that you will bring these documents to the notice of the Elder Brethren of the Trinity House, and will move them to favour the Board of Trade with any observations they may have to offer thereon, I am to remark that, so far as the matter has yet been before this Board, the annual Estimates have provided for a light on Morte not Bull Point, though no scheme has as yet received sanction.

I am, &c.  
(signed) *C. Cecil Trevor*.

The Secretary, Trinity House.

## Enclosure 1, in No. 2.

EXTRACT of a LETTER from Lloyd's Agent at *Ilfracombe*, dated 29th January 1876.

I TAKE this opportunity of calling your attention to the enclosed newspaper paragraph. I am of the opinion that "Bull Point" is an unfit place to erect a lighthouse. I cannot understand the motive for entertaining such a site. It is, as far as I know, the general opinion that "Morte Point" is the spot above all others, and I feel it my duty to bring the matter at once before your notice.

## Enclosure 2, in No. 2.

New-street, Appledore, Devon,  
4 February 1876.

Honourable Sirs,

WE respectfully beg to forward you the accompanying resolutions and memorial adopted at a public meeting held at this place on the 22nd ultimo, which, after having received the signatures of about four hundred of those most interested in this place and surrounding neighbourhood, was forwarded to the Elder Brethren of Trinity House, and to the prayer of which an adverse reply has been returned.

At a public meeting held here yesterday to consider the Elder Brethren's reply, a resolution was unanimously passed appointing us to forward you the above-named copies of documents, and to urge upon you the necessity of causing further inquiry to be made into the matter referred to therein, before the Elder Brethren proceed in the erection of a light on the Bull Point, instead of on Morte as prayed for.

We respectfully urge upon you the very great importance of this matter, not only to those residing in this locality, but to all navigating the Bristol Channel, and would earnestly request that you may be pleased to give it your earliest and best attention.

The Right Honourable  
Sir C. B. Adderley, President,  
Board of Trade, London.

We are, &c.,  
(signed) *E. Marshall*, Shipowner.  
*Richard Harris*, Master Mariner.

At a meeting of shipowners, masters, and seamen, held in the Seamen's Bethel Room, Appledore, on the 22nd of January 1876, to consider the intention of the Elder Brethren of Trinity House to place a light on the Bull, instead of Morte as originally proposed, the following resolutions were unanimously adopted:—Moved by Captain J. Fishwick, seconded by Captain J. Rapson: "That this meeting, having heard with surprise and regret that it is the intention of the Elder Brethren of Trinity House to cause a light to be placed on the Bull, instead of Morte, and as a light placed in such a position will not prove of anything like equal advantage to the shipping generally navigating the Bristol Channel, and especially to vessels proceeding to and from Appledore, Bideford, Barnstaple, and the adjoining creeks, as if placed on Morte, that this meeting memorialise that Honourable Board to reconsider their resolution, and appoint a practical member of their House to visit this place, and take evidence on the spot from persons constantly trading to the various Bristol Channel ports, and who are well qualified to give an opinion as to the best position for such a light, before proceeding with the erection of the same." Moved by Captain E. Marshall, and seconded by Captain P. Ley: "That a memorial be drawn up, signed by those interested in this very important matter, and forwarded to the Elder Brethren of Trinity House with the least possible delay." Moved by Captain T. Hammett, and seconded by Captain H. Richards: "That the memorial, as read, be adopted." The following is the memorial:—

"Unto the Honourable the Elder Brethren of Trinity House.

"The Memorial of us, the undersigned Shipowners, Masters, and Mariners residing in Appledore, Bideford, Barnstaple, Braunton, and surrounding neighbourhoods,

"Humbly sheweth,

"THAT your memorialists are owners, masters, and mariners of vessels constantly trading from the Rivers Taw and Torridge to and from the various Bristol Channel ports. That your memorialists heard some time ago, with great satisfaction, that your Honours had decided on placing a light on Morte Point, as such light, combined with the one on Hartland, would render the lighting of Bideford Bay perfect; but your memorialists have just learned, to their great surprise and disappointment, that your Honours have abandoned your original intention, and have now resolved on placing the light on the Bull instead of Morte. Your memorialists would most respectfully submit that a light placed in the said position would be of no benefit whatever to vessels running for the Bay, as it would be completely shut out from view there, whereas a light placed on Morte would  
prove



prove of great utility to vessels navigating the Channel both above and below that point. May it therefore please your Honours to reconsider this very important matter, and before commencing to erect the light, to send a practical representative of your Honourable House to obtain amongst us evidence as to the most suitable position for placing the intended light. And your memorialists, as in duty bound, will ever pray."

Proposed by Captain P. Ley, and seconded by Captain W. Pengilly: "That Captains Harris and Marshall take charge of said memorial, and present it for signatures."

— No. 3. —

Bideford Town Council to Trinity House.

The Memorial of the Town Council for the Borough of Bideford, Devon,

Humbly sheweth,

THAT your memorialists have recently heard with great disappointment of your intention to place a lighthouse on Bull Point, as they consider that the lighthouse in that position would be almost useless. Morte Point, which projects considerably farther into the sea than Bull Point, would, in the opinion of your memorialists, be a more preferable position for a lighthouse, and it is evident that a light on Morte Point would be more distinct to mariners navigating the Channel.

Your memorialists therefore pray your Honourable Board to reconsider your decision, and, if thought necessary, send a practical man acquainted with the Channel to view the spot, and to take evidence as to the most suitable position to place the light. And your memorialists will ever pray, &c.

Signed by the direction and on behalf of the Town Council of  
Bideford, by

*John W. Narraway, Mayor.*

— No. 4. —

Newport Harbour Commissioners to Trinity House.

The Memorial of the Harbour Commissioners of Newport, Monmouthshire,

Respectfully sheweth,

THAT your memorialists are the Commissioners for regulating, preserving, and improving the port and harbour of Newport, in the county of Monmouth.

That your memorialists were recently informed that your Honourable Board had decided on placing a light on Morte Point, in the Bristol Channel. Your memorialists have, however, since learned with much regret that your Honourable Board have abandoned such intention, and have now resolved on placing the light on the Bull Point, instead of on Morte Point.

Your memorialists respectfully submit that such light, if placed on Bull Point, would be of no advantage whatever to vessels running up the Channel, but would rather tend to mislead them than otherwise. And your memorialists are satisfied, from their own knowledge, and the information of pilots and others well acquainted with the Channel, that a light placed on Morte Point, combined with the present light on Hartland Point, would be of very great utility to vessels navigating the Channel.

Your memorialists therefore pray your Honourable Board to reconsider this very important matter, and they hope that you will determine to place the light on Morte Point, as originally intended. And your memorialists will ever pray, &c.

Signed by order and on behalf of the Newport Harbour  
Commissioners,

*Sam. Homfray, Chairman.*

— No. 5. —

## Newport Pilots to Trinity House.

The Memorial of the Pilots Licensed by the Newport (Mon.) Pilotage Board  
for the Bristol Channel,

Sheweth,

THAT your memorialists are the pilots for the port of Newport, Monmouthshire, and licensed by the Pilotage Board of that port for the Bristol Channel as far as Lundy Island.

That your memorialists were recently informed that your Honourable Board had decided on placing a light on Morte Point, in the Bristol Channel. Your memorialists have since learned, with much regret, that your Honourable Board have abandoned such intention, and have now resolved on placing a light on the Bull Point instead, of which your memorialists respectfully submit would be of no advantage whatever to vessels running up the Channel, but would rather tend to mislead them than otherwise. And your memorialists, from the experience they continually obtain in navigating vessels in the Bristol Channel, believe that a light placed on Morte Point, combined with the present light on Hartland Point, would be of great utility to vessels navigating the Channel.

Your memorialists humbly pray your Honourable Board to reconsider this very important matter, and that you will determine to place the light on Morte Point. And your petitioners will ever pray,

[28 signatures.]

— No. 6. —

## Trinity House to Board of Trade.

(H. 1983.)

Trinity House, London, E.C.,  
8 March, 1876.

Sir,

I AM directed to acknowledge the receipt of your letter, dated 10th ultimo, transmitting copies of communications received from Lloyd's, and from Messrs. Marshall and Harris, of Appledore, on the subject of the site of the proposed new lighthouse on the north coast of Devonshire, and requesting the observations of the Elder Brethren thereon.

In reply, I am to acquaint you that although, as stated in your letter, Morte Point has always been identified with this new establishment in providing for it in the Estimates, yet when consideration of this subject was revived last year, with a view more especially to facilitate the navigation of vessels coming out of the Bristol Channel to the southward, it was decided after careful inquiry, informed by personal inspection by a committee of Elder Brethren and the Engineer, that Bull Point was a more eligible site than Morte; the principal reasons which induced the Board to decide in favour of it being that a light on that headland will illuminate 20 degrees more of the Bristol Channel, besides enabling the Morte Stone and Rockham Shoal to be effectually marked, which could not be done from the Point itself.

In the Estimates which will shortly be submitted to the Board of Trade, provision will be made for the cost of this light; and so soon as the details can be prepared by the Engineer, they will be submitted for statutory sanction in the usual manner.

The Assistant Secretary,  
Harbour Department, Board of Trade.

I am, &c.  
(signed) Robin Allen.



## — No. 7 —

Barnstaple Town Council to Trinity House.

The humble Memorial of the Mayor, Aldermen, and Burgesses of the Borough of Barnstaple, in the County of Devon,

Sheweth,

THAT your memorialists are informed that it is the intention of your Honourable Board to erect a new lighthouse on the Bull Point, in the Bristol Channel.

Your memorialists therefore humbly pray that your Honourable Board will be pleased, before proceeding to construct the said new lighthouse, to receive evidence from practical nautical men resident in this and adjoining ports, as to the relative advantages of the Bull Point and Morte Point as a site for the proposed new light.

And your memorialists will ever pray, &c.

W. Avery, Mayor.

## — No. 8. —

Mr. Kirkman Hodgson, M.P., to Board of Trade.

(H. 2363.)

8, Bishopsgate-street Within, London,  
20 March 1876.

Sir,

I HAVE the honour to enclose you a memorial from the Chamber of Commerce of the City of Bristol, relative to a proposed lighthouse on Bull Point, in the Bristol Channel, and request your attention to its prayer.

I have, &c.

To the Right Honourable  
The President of the Board of Trade.

(signed) K. D. Hodgson.

## Enclosure in No. 8.

To the Right Honourable the President and other Members of the Board of Trade.

THE humble Memorial of the Bristol Incorporated Chamber of Commerce and Shipping,

Sheweth,

1. THAT your memorialists have heard with considerable satisfaction that it is the intention of the Elder Brethren of the Trinity House to erect a lighthouse on the south coast of the Bristol Channel below Ilfracombe, and believe that a light in that neighbourhood, judiciously placed, will be of very substantial benefit to the shipping frequenting the Bristol Channel. But your memorialists have also heard, with much concern and regret, that it is the purpose of the Elder Brethren to place such light on Bull Point, in preference to what your memorialists regard as by far the more suitable position, viz., Morte Point, or Stone.

2. That a light on Bull Point would afford some little convenience to outward-bound ships your memorialists are prepared to admit (though for such ships the present light at Ilfracombe would answer every purpose), but they regard this as of infinitely less importance than that homeward-bound ships, making the Channel in thick weather, should have all possible convenience afforded them for ascertaining correctly their position; seeing that the former have everything in their favour in taking their departure from one of the ports of the Channel, with, in almost every case, a Channel pilot on board and the assistance of a powerful tug, while the latter, after an often long and distant voyage, in the manifold anxieties consequent on making the land, require all the facilities that can be placed at their disposal to secure their safety.

3. Your memorialists humbly submit that, in the not infrequent case of a ship running up Channel in a gale from the westward in thick weather, passing (as nearly all homeward-bound ships do) to the southward of Lundy Island, and seeing neither its light nor that on Hartland Point, she would have a far greater chance of distinguishing a light on Morte Point than on the Bull Point, by which she would also be aided in avoiding Baggy Leap, a point almost as dangerous as Morte Stone, more particularly on account of the indraught into the bay in westerly gales. And should the vessel unfortunately become embayed with the wind suddenly chopping round to the north-west, as frequently happens, the light on Morte Point would far more effectually enable the ship to determine her position than a light on Bull Point, which would be hidden by the land, and would consequently in such a case be of no value whatever. Hence the obvious advantage of placing the light in such a position as that it should secure to the homeward-bound ship, under such adverse circumstances, the best possible means of avoiding the deadly perils which cluster around both Baggy Leap and the Morte Stone.

4. It further seems to your memorialists, as being all-important, that any warning light should be placed at the very spot in which lurks the greatest danger. Occurrences of disaster are reported almost every season at Morte, whilst at Bull Point loss of life is never heard of.

5. Your memorialists, knowing that many other reasons could be given by practical seamen in favour of placing the proposed light on Morte in preference to Bull Point, respectfully request that their evidence, and that of the Bristol Channel pilots, may be taken before your Lordships sanction this proposal of the Elder Brethren, which, if carried into effect, would result in the selection of the least eligible position for the proposed light, whilst there would be still permitted to exist the unguarded perils which, in the past, have destroyed so much valuable property and cost so many invaluable lives; or, that your Lordships will be pleased to order that the contemplated light be placed on Morte Point instead of Bull Point.

Signed and sealed on behalf of the Bristol Incorporated Chamber of Commerce and Shipping,

*Charles Townsend, President.*  
*John Evans, Vice-President.*  
*Geo. J. Bryant, Vice-President.*  
*Leod. Bruton, Secretary.*

Dated Bristol, 17 March 1876.

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— No. 9. —

Board of Trade to Mr. *Kirkman Hodgson*, M.P.

(H. 3231.)

Sir,

Board of Trade (Harbour Department),  
 Whitehall Gardens, S.W., 28 April 1876.

WITH further reference to the memorial from the Bristol Chamber of Commerce, forwarded by you to the President on the 20th ultimo, I am now directed by the Board of Trade to transmit, for the information of the memorialists, copy of a communication received from the Corporation of Trinity House, to whom, as intimated in my letter of the 27th ultimo, the memorial was referred.

K. D. Hodgson, Esq., M.P.,  
 8, Bishopsgate-street Within.

I am, &c.  
 (signed) *C. Cecil Trevor.*

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Enclosure in No. 9.

Sir,

Trinity House, London, E.C., 19 April 1876.

I AM directed to acknowledge the receipt of your letter, dated 27th ultimo, enclosing a memorial which has been addressed to the Board of Trade by the Bristol Chamber of Commerce, on the subject of the site of the proposed new lighthouse on the southern shore of the Bristol Channel; and in reply I am to acquaint you that, as requested by the Board of Trade, the Elder Brethren have given attentive consideration to the views of the memorialists as expressed in the petition, and they now direct me to submit the following observations thereon:—

The memorialists advocate the placing of the light on Morte Point principally with a view to assist vessels which inadvertently get into Barnstaple Bay, and they suggest as  
 an



an illustration, that in the event of a vessel running up Channel in thick weather, and passing Lundy and Hartland Lights without seeing either, a light on Morte would be earlier distinguishable than one on Bull; and farther, that if through the indraught the vessel were to get embayed and the wind suddenly veer round to the NW., then again would a light on Morte enable her to ascertain her true position, whilst one on Bull Point, they affirm, would be hidden, and of no service in keeping her clear of the deadly perils of "Baggy Leap" and the Morte Stone.

Bearing in mind that the object for which the light is established is to facilitate the general navigation of the Bristol Channel, and not to provide for the exclusive advantage of Barnstaple Bay, which is already lighted up by the Hartland and Bideford Lights, the following are the reasons which have influenced the Elder Brethren in deciding in favour of Bull Point: A light on that headland would be obscured to the southward by the land inside Morte Point, and the line of obscurity would afford a lead-up for inward-bound vessels from about three miles off Hartland Point; it would also afford a warning against being carried to the SE. by the indraught into Barnstaple Bay during westerly gales, and from its being obscured about one mile outside "Baggy Leap" would effectually guard that danger; moreover, it would give timely notice of approach to Morte Bay, where a vessel might anchor within half-a-mile after losing the light; and further, by means of an auxiliary light, the dangers of and in the vicinity of the Morte Stone would be efficiently marked, which latter could not be effectually done by a light on the point itself.

The eastern range of the light would be on a bearing of E.  $\frac{1}{2}$  S., about on a line with Lavernock Point, thus illuminating 20 degrees more of the Bristol Channel than could possibly be effected from Morte Point, and enabling inward-bound vessels to carry it to within the range of the Nash and other lights; it would be hidden by the land about Ilfracombe, and the line of obscurity would lead about two cables outside the Copperas Rock, and about four cables outside the Shoals off the "Foreland."

The memorialists admit that a light on Bull Point would be of advantage to outward-bound ships, but they state that Ilfracombe Light in connection with Lundy is all that is necessary for their guidance, seeing that in almost every case they have the assistance of a Channel pilot and a powerful tug: upon which I am to observe, that although this latter argument might apply to the foreign-bound vessel, it certainly does not as regards the coasting trade, whose interests demand a proportionate amount of consideration; besides, the light at Ilfracombe is of an inferior description, and although stated to be visible 10 miles, the Elder Brethren are of opinion (the result of personal experience) that it cannot be depended on for half that distance, and, in addition to which, it is never exhibited from 30th April to 1st September.

I am further to observe, with reference to the remarks of the memorialists as to the advantages of Morte as a site in the event of inward-bound vessels running past Hartland and Lundy Lights in foggy weather, that it seems to the Elder Brethren that if the state of the atmosphere were such as to render those powerful lights invisible five or six miles off, neither would a light either on Bull or Morte be visible at a greater distance, and under such circumstances the mariner's only guide is the lead; and it may here be stated that to the northward of the line of obscurity of a light on Bull Point, between it and Hartland there would not be less than 20 fathoms, whilst to the southward of the line the depth decreases gradually. The Elder Brethren direct me to forward herewith two tracings, showing the arcs of illumination which would be obtained from the respective sites. It will be seen therefrom that a light on Morte would afford an accession to Barnstaple Bay, also a cruising-mark for vessels waiting for water over Bideford Bar, and would guard "Baggy Leap" by an auxiliary light; but it could not mark the Morte Stone so efficiently as it can be marked from Bull Point, nor could it afford the unmistakable lead-up from about three miles off Hartland, which would also be so invaluable a warning against indraught into Barnstaple Bay; neither would it guard the Copperas Rocks, or the shoals off the "Forelands," as its eastern limit would be on a bearing of E. by N.  $\frac{1}{2}$  N. a little to the eastward of a line drawn to the Tuskar Rock.

With regard to the proposal to place the light on the Morte Stone itself, I am to observe that such an arrangement would guard that danger, and would effect the same purposes for which a light on the point would be available; but it would also be equally open to the same objections, besides necessitating a very heavy expenditure for its construction.

I return the memorial as requested, and am, &c.

The Assistant Secretary, Harbour Department,  
Board of Trade, S.W.

(signed) *Robin Allen.*

— No. 10. —

Cardiff Chamber of Commerce to Board of Trade.

(H. 3683.)

To the Right Honourable the President of the Board of Trade.

The humble Memorial of the Cardiff Chamber of Commerce,

Sheweth,

THAT your memorialists have heard that it is the intention of the Elder Brethren of the Trinity House to erect a lighthouse on the south coast of the Bristol Channel below Ilfracombe; but your memorialists have also heard that the Elder Brethren intend placing such light on Bull Point, in preference to what they consider a far more suitable position—viz., Morte Point, or Stone.

It has come to the knowledge of your memorialists that the Trinity Brethren are not habitually acquainted with the navigation of the Bristol Channel, and that the engineers sent to choose the site allowed themselves to be persuaded by Ilfracombe boatmen, to whom the light on the Bull Point would be, no doubt, a great convenience; but for the general service to navigation the Morte Light would warn the inward-bound vessels of the dangers of Baggy Leap, Morte Stone, and Rockham Ledge, all being very dangerous to shipping.

Your memorialists therefore beg that, before placing the proposed light at Bull, in preference to Morte Point, the evidence of seamen practically acquainted with the navigation of the Bristol Channel may be taken, when they feel assured you will order the proposed light to be placed on the latter site.

Signed on behalf of the Cardiff Chamber of Commerce,

Dated in Cardiff, 4 May 1876.

*Archd. Hood*, President,  
*W. T. Hawkins*, Secretary.

— No. 11. —

Board of Trade to Cardiff Chamber of Commerce.

(H. 5981.)

Sir,

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W., 22 May 1876.

WITH reference to the memorial addressed to the President, and forwarded by you on the 4th instant, expressing the opinion of the Cardiff Chamber of Commerce that Morte Point is a more suitable position than Bull Point for the proposed new lighthouse in the Bristol Channel, I am now directed by the Board of Trade to transmit herewith, for the information of the memorialists, copies of two letters on the subject from the Corporation of Trinity House, for whose observations the memorial was referred.

The President,  
Chamber of Commerce, Cardiff.

I am, &c.  
(signed) *C. Cecil Trevor*.

Enclosure 1, in No. 11.

(Similar to Enclosure in No. 9.)



## Enclosure 2, in No. 11.

Trinity House, London, E.C.,  
17 May 1876.

Sir,

I AM directed to acknowledge the receipt of your letter, dated 10th instant, further relative to the proposed establishment of a new light on the southern side of the Bristol Channel, and enclosing a memorial addressed to the Board of Trade by the Cardiff Chamber of Commerce against the proposed site on Bull Point, and in favour of Morte, &c.; and in reply I am to request a reference to the letter from this House, dated 19th April 1876, which fully recites the reasons which have influenced the Elder Brethren in their decision, and which they would suggest should be communicated to the memorialists.

I am, however, to add, with reference to the statement in the memorial that the "engineers sent to choose the site allowed themselves to be persuaded by Ilfracombe boatmen, &c.," that Bull Point was decided on as the most eligible site after a committee of the Elder Brethren had visited and reported, and that no communication whatever was had with any persons residing at Ilfracombe on the subject.

The Assistant Secretary, Harbour Department,  
Board of Trade, S.W.

I am, &c.  
(signed) *J. Inglis.*

## — No. 12. —

Mr. *Kirkman Hodgson*, M.P., to Board of Trade.

(H. 4232.)

8, Bishopsgate-street Within, London, E.C.,  
27 May 1876.

Sir,

I AM requested by the Bristol Chamber of Commerce to forward to you the enclosed letter to me in reference to the proposed lighthouse on Bull Point.

I remain, &c.  
(signed) *K. D. Hodgson.*

The Assistant Secretary,  
Harbour Department, Board of Trade.

## Enclosure in No. 12.

The Bristol Incorporated Chamber of Commerce and Shipping,  
31, Clare-street, Bristol, 25 May 1876.

Dear Sir,

WITH reference to the letter addressed to you by direction of the President of the Board of Trade, dated the 28th ultimo, and the accompanying courteous communication from the Elder Brethren of the Trinity House, dated the 19th ultimo, reviewing the memorial of this Chamber on the subject of a lighthouse at Bull or Morte Point, in the Bristol Channel, the Chamber, having very carefully considered the arguments adduced in the communication of the Elder Brethren, regrets that it fails to see the force of advocating Bull Point as the preferable position for a lighthouse compared with either Morte Point or Morte Stone.

With regard to the latter, the Chamber is aware that it would be a more costly procedure to erect such a building on Morte Stone than on Morte Point, but respectfully submits, that where the interests of life and property are concerned, the question of increased expenditure within reasonable limits should be no insuperable obstacle to securing the most efficient means of accomplishing the purposes sought.

The Chamber notes that the chief reason given by the Elder Brethren in favour of a light on Bull Point rather than on Morte Point is, that certain advantages would accrue from the selection of the former to that portion of the coast which is *up-channel* to the eastward of Ilfracombe; but the Chamber respectfully submits that the dangers of the Bristol Channel navigation do not lie so much above Morte as below it—those that exist above Morte are so close to the shore that the land could be seen in almost any weather before touching them. Indeed it would be difficult to find cases of disaster and loss of life therefrom occurring above Morte from the causes referred to by the Elder Brethren, whilst below Morte such disasters are frequent and numerous.

The memorial of this Chamber was never intended as a piece of special pleading on behalf of Barnstaple Bay, as intimated in the reply of the Trinity House, but in favour of such a decision as to the position of the light as would afford the largest amount of beneficial results. On this point the Chamber can only repeat the assertions and reasonings

contained in the memorial, that this object would be best secured by the selection of Morte Point or Morte Stone for the proposed lighthouse.

Homeward-bound ships have obviously the right of consideration, and once they have passed to the eastward of Morte, their safety is to a large extent assured, for then pilots and tug-boats are at their service, and the navigation is one of the safest in the world. But below Morte the case is totally different, as the wrecks and disasters of ships, with an immense sacrifice of human life, bear witness only too truly.

The Elder Brethren say that Bideford lights render efficient service, but it must not be forgotten that these lights are extinguished six hours out of every twelve—or, in other words, they are only in operation about one-half of the whole year. Should a ship be caught in the eastern part of the bay (which is the most dangerous) during the time these lights are out, there are many circumstances of position and weather under which she might see a light on Morte Point, while the lights at Bull Point and at Hartland would be invisible.

The Chamber, therefore, adhering to the principle of securing the largest amount of benefit, again urgently prays that Morte Point, or Morte Stone, be selected as the site of the proposed lighthouse, or that at least the evidence of practical seamen, or that of the pilots of the Bristol Channel, be taken before a question which so deeply affects the interests concerned be finally decided.

Signed, on behalf of the Chamber,

*John Evans*, President,  
*George J. Bryant*  
*George De Lisle Bush*, Vice-Presidents.  
*L. Bruton*, Secretary.

K. D. Hodgson, Esq., M.P.,  
8, Bishopsgate-street Within, London.

— No. 13. —

Board of Trade to Trinity House.

(H. 4232.)

Sir,

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W., 31 May 1876.

REFERRING to previous correspondence relative to the proposed new lighthouse in the Bristol Channel, and more particularly to the memorial from the Bristol Chamber of Commerce, transmitted in my letter of the 27th March, I am now directed by the Board of Trade to enclose copy of a further communication from the same body, which has been forwarded to this office by Mr. Kirkman Hodgson, M.P.

The Secretary to the Trinity House.

I am, &c.  
(signed) *C. Cecil Trevor*.

— No. 14. —

Board of Trade to Mr. *Kirkman Hodgson*, M.P.

(H. 4232.)

Sir,

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W., 31 May 1876.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 27th instant, enclosing a further communication from the Bristol Chamber of Commerce on the subject of the proposed new lighthouse in the Channel, and I am to state, for your information, that a copy of the communication from the Chamber has been sent to the Trinity House.

K. D. Hodgson, Esq., M.P.,  
8, Bishopsgate-street Within.

I am, &c.  
(signed) *C. Cecil Trevor*.



## — No. 15. —

## Bristol Chamber of Commerce to Trinity House.

The Bristol Incorporated Chamber of Commerce and Shipping,

Sir,

31, Clare-street, Bristol, 11 August 1876.

WITH reference to the interview which the Elder Brethren were so kind as to grant to the deputation from Bristol, Newport, Cardiff, and Appledore, on the above subject, on the 25th ultimo, I am desired to request that you will be so good as, in the first place, to convey the thanks of this Chamber to the Elder Brethren for the very kind manner in which they were pleased to receive the deputation, and, in the next place, to ask that you will be so good as to furnish us with a copy of the figures exhibited on that occasion, showing the cost of the several schemes suggested, together with any other information which the Trinity Board may consider it necessary we should be acquainted with in order that the question in controversy may be properly understood. And particularly we desire to be informed of the conclusion at which the Trinity Board arrived on the occasion, and the steps which the Board recommended should be taken by the deputation with regard to further proceedings in the matter.

I should be glad to receive a reply before the 18th instant, when the Council of this Chamber will meet.

I am, &amp;c.

The Secretary of the Trinity  
Board, London.

(signed) *Leonard Bruton*, Secretary.

## — No. 16. —

## Cardiff Chamber of Commerce to Trinity House.

Sir,

Cardiff, 8 September 1876.

YOUR Board having apparently decided to place the light on Bull, instead of Morte Point, this Chamber would suggest that, instead of a red sector both to the eastward and westward, the sector to the westward should be green, or blue, and not red.

The reasons of this suggestion are, that the rule of porting the helm to a red light is apt to lead a ship among the shoals of Morte, as it is not always (at a first glance) it can be seen whether a light is on shore or not.

As the maritime community at the ports of Appledore, Barnstaple, Bideford, and Clovelly are much disappointed at the decision of your Board to place the light on Bull Point, and you have also decided to keep the high light on Bramston Burrows burning all night, this Chamber would suggest that the light should shine all round (at ever so low power inshore) for the better navigation among the numerous sand banks inside the bar of Barnstaple and Bideford, as at present the best navigable tides during the winter months are all dark, 6 a.m. and 6 p.m.

This Chamber, some months since, asked your Board to buoy the Copperas Rock, and quite lately the S.S. "Montemoro" has struck, and become a total wreck there.

This Chamber at the same time asked that Baggy Leap might be buoyed, and within a few weeks a brig struck on it and was abandoned by her crew, though she was afterwards picked up and towed into port.

Would it not be worth the consideration of the Trinity Brethren to have these dangers buoyed, pending the erection of the new light.

I am, &amp;c.

Robin Allen, Esq.,  
Trinity House, London.

(signed) *Archd. Hood*, President.

— No. 17. —

Shipowners and Shipbrokers at Cardiff to Trinity House.

The Memorial of the undersigned Shipowners and Shipbrokers of the  
Port of Cardiff,

Respectfully Sheweth,

THAT your memorialists are shipowners and shipbrokers belonging to the Port of Cardiff, many of whom have had practical experience in the navigation of the Bristol Channel.

That we have taken the deepest interest in the proposal to place an additional light at the entrance of the Channel, in the vicinity of Morte Point.

That we are unanimously of opinion that the said light should be placed on Morte Stone. The arguments in favour of this site have been ably stated by the Bristol and Cardiff Chambers of Commerce, and we think it worthy of remark that, while eminent nautical men differ as to the respective merits of Bull Point or Morte Point, they are at one as to the superiority of Morte Stone over both.

That one of the reasons for preferring Morte Stone which strongly impresses itself upon us is, that it is only in thick weather, when Lundy is often obscured by fog, an additional light is really required, and then the lower the light is placed the more easily would it be seen.

That, viewing the prevalence of fogs, they deem it of the utmost importance to establish such a fog signal as is proposed for the light on Morte Stone, and, in their opinion, such signal would not be so efficient on either of the alternative sites.

That, in addition to the other advantages which Morte Stone enjoys over either of the two points, a light placed thereon would form a most useful guide into the roadstead of Morte, an excellent anchorage much frequented by vessels beating up Channel against easterly winds.

That considering the present great importance of the shipping trade of the Bristol Channel, and the further development thereof, which may confidently be expected, we are strongly of opinion that the question of cost is but of secondary importance, as compared with the vital one of placing the needful light in absolutely the best position.

That we should be perfectly willing to bear the extra cost of the tolls, as set forth in your secretary's letter to the president of the Bristol Chamber of Commerce.

Your memorialists, therefore, pray your honourable Corporation to select Morte Stone as the site of the proposed light, and so afford the large fleet of vessels using this Channel the much-needed aid to safe navigation in the manner which all agree would be the most effective.

(signed) *Edward J. Hill*, Chairman,  
Cardiff Shipowners' Association.  
*J. H. Wilson*, Vice-Chairman,  
Cardiff Shipowners' Association.

And 36 other signatures.

— No. 18. —

Bristol Docks Committee to Trinity House.

Bristol Docks Office, 18, Queen-square, Bristol,  
17 October 1876.

Sir,

In reply to your letter of the 11th instant, which was laid before the Bristol Docks Committee at their last meeting, I have the honour to state that whilst the Committee, in consideration of the large and increasing traffic in the Bristol Channel, are still of the opinion, as expressed by their chairman at the conference held



held at Trinity House on this subject in July last, viz., that of the three sites named for the proposed lighthouse, preference should be given in the following order, viz.:—1st, to Morte Stone, 2nd, to Morte Point, and 3rd, to Bull Point; they as a public board do not feel in a position to be able to form a decision as to the willingness or otherwise of private parties to bear any increased charges which it may be found requisite to impose on them owing to the selection of the first-named site.

I have, &c.

(signed) *Charles Nash,*

Chairman of the Bristol Docks Committee.

The Secretary,  
Trinity House, London, E.C.

— No. 19. —

Mr. *Clibbett* to Trinity House.

Sir,

Appledore, 24 October 1876.

I BEG to enclose a copy of the resolutions moved and seconded at the Seamen's Bethel in this place, yesterday evening, on the subject of a lighthouse on Morte Stone.

The large room was well filled with mariners, and the resolutions were passed without any dissentients. They, well knowing the great danger of Morte Stone, will truly delight and rejoice to see the proposed light blazing forth.

I am, &c.

Robin Allen, Esq.

(signed) *William Clibbett.*

Enclosure in No. 19.

A PUBLIC meeting of shipowners, masters, mariners, and others interested in maritime matters was held, and was numerously attended, in the Seamen's Bethel Room, Appledore, on Monday, 23rd October 1876, to consider the subject of a letter received from the secretary of the Trinity Board, referring to a letter which had recently been received by that Board from the President of the Bristol Chamber of Commerce, in which Morte Stone, as the most eligible site for the erection of a light, is strongly advocated, and a willingness consequently implied to bear the increased toll on shipping which will be required should that site be finally selected, and asking an expression of opinion on this part of the subject by those interested therein in this place and neighbourhood.

On the motion of Captain Wilkinson, seconded by Mr. T. Fishwick, Mr. W. Clibbett, sen., was unanimously called upon to preside. The letter above referred to, and various articles and correspondence in local and other newspapers having been read, the following resolutions were proposed and carried:—

Moved by Mr. William Kelly, seconded by Captain Wilkinson, that having heard the letter from the Secretary of the Trinity Board referring to the action taken by the Bristol Chamber of Commerce with reference to the erection of a light on the south shore of the Bristol Channel, and strongly advocating Morte Stone as the most eligible site for the said light, and implying their willingness to bear the increased toll on shipping which will necessarily arise should such site be finally selected, and requesting an expression of opinion on this part of the subject by those in this place and neighbourhood interested in the matter, resolved that this meeting fully endorse the action taken by the Bristol Chamber of Commerce in this matter, and would most strenuously urge on the Trinity Board the great propriety of selecting Morte Stone as the most eligible site for the erection of a light.

Moved by Mr. Pickard, seconded by Mr. T. Fishwick, that the Chairman be requested to communicate with the Trinity Board on this subject, furnishing them with copies of the resolutions passed at this meeting, and such other information as he may deem necessary.

Moved by Mr. T. Fishwick, seconded by Captain Wilkinson, that the best thanks of this meeting be given to the Chairman for his kindness in presiding, and the very great interest he has ever taken in the welfare of the maritime community, and especially in the cause of the proposed light.

*William Clibbett*, Chairman.

— No. 20. —

## Newport Pilotage Board to Trinity House.

Sir,

Newport, Monmouthshire, 2 November 1876.

IN reply to yours of 11th ultimo, I am requested by this Board to inform you that it is their opinion that Morte Stone is the most eligible site for a lighthouse to be placed, and the Commissioners are of opinion that the shipping interests of this port will be willing to bear the extra charge between a light on Morte Stone and Bull Point.

I am, &amp;c.

(signed)

*Wm. C. Webb,*

Secretary.

The Secretary,  
Trinity House, London.

— No. 21. —

## Newport Harbour Commissioners to Trinity House.

Sir,

Newport, Monmouthshire, 8 November 1876.

I HAVE the honour to inform you that your letter to me of 11th October has been laid before the Newport Harbour Commissioners, and I am directed by them to state that they consider the Morte Stone to be far preferable as the site of the proposed lighthouse, and that they believe there will be no objection to the increased toll on shipping which the selection of that site will involve.

I am, &amp;c.

(signed)

*Charles B. Fox,*

Clerk to the Newport Harbour Commissioners.

The Secretary,  
Trinity House, London, E.C.

— No. 22. —

(H. 7959.)

## Trinity House to Board of Trade.

Sir,

Trinity House, London, E.C.,

14 November 1876.

ADVERTING to previous correspondence on the subject of the establishment of a lighthouse on the southern shore of the Bristol Channel, I am directed to transmit, for the information of the Board of Trade, copies of the last letter received from the Bristol Chamber of Commerce, and of the reply of this Corporation thereto, from which it will be perceived that after an interview with persons locally interested and subsequent correspondence the Elder Brethren adhere to their proposal to place the light on Bull Point, as set forth in the letter addressed to the Board of Trade from this House, dated 20th April last, and I am accordingly now to make formal application for statutory sanction to the expenditure involved, which, as set forth in the accompanying report of the engineer, will be, inclusive of a fog signal, approximately 11,970 *l*.

I am, &amp;c.

(signed)

*Robin Allen.*

The Assistant Secretary,  
Harbour Department, Board of Trade, S.W.



## Enclosure 1, in No. 22.

To *Robin Allen, Esq.*, Secretary to the Corporation of the Trinity House.

Sir,

I HAVE to own receipt of your valued favour of the 16th ultimo, with its accompanying documents, and to convey to you the sincere regret of the Council of the Bristol Chamber of Commerce that so much time should have elapsed since its receipt and our reply. This has to a large extent been unavoidable, owing to the pressure of engagements connected with the visit of the Associated Chambers to Bristol.

We have very carefully considered the statements contained in your letter and the tracings which accompanied it, but the conclusion we draw from them and from the expressions of opinion when the deputation from the Bristol Channel ports was favoured by an interview with the Elder Brethren, is, that no difference whatever exists between us and the Elder Brethren as to the immensely superior claims of Morte Stone as the site for the proposed lighthouse. The main, and indeed only objection which the Elder Brethren made to our views lies in the extra expense which would be involved in placing the light on the Stone. We admit that the serious difference in the cost demands thoughtful consideration, but when we regard the exigencies of a great public requirement such as this, and recognise the rapidly growing extent and value of the commerce of the Bristol Channel, the probability, almost amounting to a certainty, of the material increase of the number of large oversea-steamships which will use the Bristol Channel on the opening of the new and capacious docks, on both sides of the mouth of the Avon at Bristol, the Council of the Bristol Chamber has no hesitancy in urging most emphatically that the extra money cost alone should not be held as a sufficient objection to the selection of Morte Stone, seeing that it possesses such unequalled facilities for securing the undoubted advantages that will accrue from an effective additional light on that part of the coast of the Bristol Channel. And further, as regards the question of expense, we note that the objection applies mainly to the first cost of construction, but that the actual annual outlay for maintenance is very little beyond that attaching to a light on the mainland, while the very complete character of the light proposed for Morte Stone would include an efficient sound signal not provided for in either of the other suggestions; these advantages would render the lighthouse on Morte Stone immeasurably superior in thick weather, and at other critical seasons, to that proposed for Bull Point. But assuming that the Board of Trade would not consent to a light on Morte Stone on account of its costliness, then we contend as a matter of sound, logical deduction, and of nautical fact, that the Point at Morte, looking at the conformation of the coast, the necessities of homeward-bound ships in thick weather, and all other concurrent circumstances, is the next best alternative.

If, therefore, the expense of a light on Morte Stone be deemed an insuperable objection by the Board of Trade, unjustifiably as we contend, looking at the interests of homeward-bound ships and large steamers requiring to make rapid passages; then we would respectfully urge the Elder Brethren, for the reasons already given in this and our former communications, which we need not trouble you by repeating, but to which we will adhere, that Morte Point stands second in order of the three sites, and possesses considerable advantage over Bull Point.

We quite concur in the opinion that the extension of the period of illumination, and an improvement in the character and range of the Bideford Light, would be of some advantage, especially locally; but we respectfully contend that this would not present an alternative of sufficient value to justify its being regarded as a satisfactory substitution for that which we recommend.

With regard to a lightship, we may say, without reserve, that that we are in entire accord with the views expressed by the Elder Brethren on this point.

We would carefully avoid the error of asserting that a light on Bull Point would be of no service, although such a sentiment has been incorrectly ascribed to us. We simply assert that, looking to all the interests concerned (and especially to that of homeward-bound ships, often making the land in thick weather under very disadvantageous conditions, and to which should be accorded the first consideration), the most effective means of carrying out the purpose of the Elder Brethren in placing a light in that part of the coast under consideration will be secured by adopting the course we recommend.

Having said so much in behalf of the position we have assumed, we would earnestly request the Elder Brethren of the Trinity House, if they are not satisfied with our representations in this matter, to obtain the evidence of nautical men accustomed to the frequent use of the Bristol Channel as well as of the pilots of the channel, and if their practical testimony fail to support our views and to confirm the reasons we have given in our former letters, we shall be content with future silence on this question.

In concluding this letter, we desire to convey to the Elder Brethren our high sense of the courtesy with which they have received the expression of our opinion on this subject, and the satisfaction which this Chamber feels in the conviction that, though we may to some extent differ in the *modus operandi*, we have both but one end in view in this discussion, and that is the best interests of the maritime service.

I herewith return with our best thanks the tracings which you were kind enough to send us with your last communication.

St. Stephen's Buildings, Bristol,  
26 September 1876.

I have, &c.  
(signed) *John Evans*,  
President of the Bristol Chamber  
of Commerce and Shipping.

Enclosure 2, in No. 22.

Sir,

Trinity House, London, 14 November 1876.

I AM directed to acknowledge the receipt of your letter dated 26th September last, in continuation of correspondence on the subject of the best position for a light on the southern shores of the Bristol Channel, and more especially in reference to the willingness of the shipowners of the district to pay the higher toll which would be necessary if the site chosen were the Stone itself of Morte.

On perusal of that letter the Elder Brethren did not find any distinct undertaking to incur the greater liability; but from the renewed advocacy of the site referred to after the inevitable expenses had been stated, they presumed they might infer that the willingness was implied, and since from other members of the deputation which the Elder Brethren had the pleasure to receive here, the readiness to bear the higher toll has been explicitly given, they have considered that, although the great majority of the vessels which would be liable are not owned in the Bristol Channel Ports, they were at liberty carefully to review the whole question uninfluenced by any fear of the cost of one possible alternative being practically prohibitory.

Having done this, they direct me now to express a hope that in the ultimate outcome it will not prove a disappointment to those who have submitted their wishes for another course so courteously, when they say that all questions of navigation carefully considered, the choice of site does not fall to the Morte Stone, but remains with Bull Point.

In announcing this conclusion, the Elder Brethren have no wish to shelter themselves behind the plea of the difficulty of making the reasons for such a choice patent to non-professional persons, nor of claiming an unreasonable acquiescence in the decision come to by a Board, whose special duty it is to determine such matters; on the contrary, it seems to them that if once the idea of subordinate local convenience, and that only in the minor matter of an anchorage for small vessels in Morte Bay, were abandoned, it need not be difficult to perceive that a site which (1) gives the best lead down channel for outward vessels; (2) which covers the Stone itself in any weather in which a vessel can dispense with the use of the lead; and (3) which provides a thoroughly safe and sharply defined course inwards, well out of Barnstaple Bay, and clear of the local dangers in that vicinity, must be the one upon which the lighthouse should be placed; and much as they regret to be even temporarily at issue with the wishes of any important commercial interests, they are so assured of the maritime expediency of placing the light on Bull Point, and of their consequent duty to put it there, that they cannot but look forward with hope to the concurrence and approval of all persons concerned when once the light is established.

J. Evans, Esq.,  
President of the Bristol Chamber of  
Commerce, Bristol.

I am, &c.  
(signed) *Robin Allen*.

Enclosure 3, in No 22.

Sir,

Trinity House, 13 November 1876.

PURSUANT to the reference of the Board, dated this day, I beg to submit an approximate estimate of the cost of the proposed lighthouse at Bull Point, viz. :—

	£.
Land (one acre), with right of way from parish road (about 2,036 yards)	200
Tower and dwellings	2,500
Fog signal house	1,200
Mineral oil store	200
Outbuildings, boundary walls, water tanks, drains, paths, &c.	550
Construction of approach road from the lighthouse to the parish road (2,036 yards)	770
First order cylindrical lantern	1,500
First order triple flashing light, with condensing apparatus and lower reflected fixed light, lamp and burners complete	2,900
First class syren fog signal apparatus	1,900
Superintendence	250
	<hr/> 11,970

Robin Allen, Esq.

I am, &c.  
(signed) *Jas. N. Douglass*.



— No. 23. —

(H. 7959.)

Board of Trade to Trinity House.

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,  
16 November 1876.

Sir,

REFERRING to your letter of the 14th instant, applying for the statutory sanction to the expenditure of 11,970 *l.* in the construction of a lighthouse on Bull Point on the southern shore of the Bristol Channel, I am directed by the Board of Trade to state that they would be glad if the Elder Brethren of the Trinity House would favour them with a statement showing the estimated cost of the erection and maintenance of a lighthouse on the Morte Stone, and that the statement of the cost of the erection of a lighthouse on the Bull Point may be supplemented by a statement of the cost of the maintenance there.

The Secretary to the Trinity House.

I am, &c.  
(signed) *C. Cecil Trevor.*

— No. 24. —

(H. 8132.)

Trinity House to Board of Trade.

Trinity House, London, E.C.,  
20 November 1876.

Sir,

IN accordance with the request contained in your letter of the 16th instant, relative to the proposal for erecting a lighthouse on Bull Point, I am directed to transmit to you herewith a tabulated statement of cost of establishment, maintenance, rate of toll, &c., which was prepared to meet any questions which might arise while the subject was under discussion at this Board, and which it is thought will furnish the information desired by the Board of Trade.

The Assistant Secretary,  
Harbour Department, Board of Trade.

I am, &c.  
(signed) *J. Inglis.*

Enclosure in No. 24.

## BULL POINT.—PROPOSED LIGHT.

	First Cost.	Annual Maintenance.	Toll to repay first Outlay and to Maintain Establishment (say on a Vessel of 500 Tons).	
			Coast. About	Oversea. About
Bull Point:	£. s. d.	£. s. d.	d.	s. d.
Lighthouse and fog signal - - - - -	9,000 - -	420 - - {	7	4 9
Now more exactly given as - - - - -	11,970 - -		7	9 5
Morte Stone:				
Lighthouse and fog signal - - - - -	50,000 - -	630 - -	7	9 5
Light Vessel:				
With oil light - - - - -	7,780 - -	1,000 - -	7	4 9
With electric light - - - - -	9,780 - -	1,640 - -	7	9 5

— No. 25. —

(H. 8,415.)

Trinity House to Board of Trade.

Trinity House London, E.C.,  
30 November, 1876.

Sir,

WITH reference to my letter of the 14th November last, and to previous correspondence respecting the proposal to place a lighthouse on Bull Point, at the southern entrance of the Bristol Channel, I am now directed to forward to you, for the information of the Board of Trade, memorials and communications which have been received from the Chambers of Commerce of Cardiff and Bristol, and from G. N. Maule, Esq., J.P., a gentleman resident in Ilfracombe, upon the subject.

The Assistant Secretary,  
Harbour Department, Board of Trade.

I am, &c.  
(signed) *J. Inglis.*

Enclosure 1, in No. 25.

To the Honourable the Corporation of the Trinity House.

The Memorial of the Cardiff Chamber of Commerce,

Respectfully Sheweth,

THAT your memorialists have taken the deepest interest in the proposal to place an additional light at the entrance of the Channel, in the vicinity of Morte Point.

That we are unanimously of opinion that the said light should be placed on Morte Stone.

That one of the reasons for preferring Morte Stone, which strongly suggests itself to us, is, that it is only in thick weather when Lundy is often obscured by fog, an additional light is really required, and then the lower the light is placed, the more easily would it be seen.

That, viewing the prevalence of fogs, they deem it of the utmost importance to establish such a fog-signal as is proposed for the light on Morte Stone, and in their opinion, such signal would not be so efficient on either Morte Point or Bull Point.

That, considering the present great importance of the shipping trade of the Bristol Channel, and the further development thereof which may confidently be expected, we are strongly of opinion that the question of cost is but of secondary importance as compared with the vital one of placing the needful light in absolutely the best position.

Yours memorialists, therefore, pray your honourable Corporation to select Morte Stone as the site of the proposed light, in preference to either of the alternative sites.

Signed on behalf of the Cardiff Chamber of Commerce,

*Archibald Hood*, President.  
*W. S. Hawkins*, Secretary.

Enclosure 2, in No. 25.

To *Robin Allen*, Esq., Secretary to the Trinity Corporation.

Sir,

ON behalf of the Council of the Bristol Chamber of Commerce and Shipping, we have to own the receipt of your letter of the 14th instant, which was laid before the Council at its meeting on the 17th instant, and received with very considerable surprise and regret, inasmuch as it appears, that after having taken so much pains to ascertain the opinions of those interested in the Bristol Channel, the Elder Brethren have determined, in opposition thereto, to select Bull Point for the proposed lighthouse instead of Morte Stone.

The decision is in such direct antagonism to the practical judgment of those whose calling through life has been, night and day, and under every conceivable circumstance of wind and weather, to traverse almost every inch of the Bristol Channel, that the Council of the Bristol Chamber find it very difficult to account for this result of the deliberations of your Board, and consider it to be their duty respectfully to assure the Elder Brethren that in the discussion of this question they are wholly mistaken in supposing that they are dealing with "non-professional persons," as your letter seems to indicate, for on the contrary, to a large extent they are persons whose practical seamanship and special acquaintance with the navigation of the Bristol Channel are second to none. These, bringing their experience and knowledge to bear on the question, have heartily united with others largely interested, who, if not practical seamen, have had a wide connection with  
nautical



nautical affairs, and possess a special acquaintance with the maritime needs of the Bristol Channel.

All these agree as to the immensely superior advantages that would result in the selection of Morte Stone for the establishment of such a light and its accompaniments as has been proposed.

The Chamber note the intimation conveyed in your letter, that in the proceedings which have been taken by those resident in the Channel ports, who are so deeply interested in commerce to and from all parts of the world, the Elder Brethren have concluded that the general good has been made "subordinate to local convenience." The Chamber consider it unjustifiable to assume that so many shipowners and others engaged in maritime commerce could be so influenced, and had hoped that in their former letters, and in the interview which the Elder Brethren were good enough to afford the deputation representing the parties interested, it was clearly understood that they were only actuated by a desire for the general good, and the Chamber can only regret that the Elder Brethren seem to have put a different construction on such joint action.

With reference to the assertion, that the "great majority of vessels which would be liable are not owned in the Bristol Channel Ports," no doubt this is so, but the shipowning and mercantile interests of the Bristol Channel are of so extensive a nature beyond that of a merely local character as to justify the conclusion that their opinions might be safely regarded as being representative of the whole, and that their united voice should have had its legitimate influence on the deliberations of the Elder Brethren, and moreover the Chamber respectfully suggest that, if it were not intended to pay any attention to the opinion of the parties the Trinity Board thought fit to consult it was unnecessary to refer to them at all.

In conclusion, the Chamber being very much disappointed at the decision of the Trinity Board, strongly protest against the selection of Bull Point over Morte Stone for the proposed light, as being in complete opposition to the wishes of those more directly interested,

Signed on behalf of the Bristol Incorporated Chamber of Commerce and Shipping,

*John Evans*, President.

*George J. Bryant*.

*George De Lisle Bush*, } Vice-Presidents.

*Leonard Bruton*, Secretary.

Dated Saint Stephen's Buildings,  
Bristol, 20 November 1876.

### Enclosure 3, in No. 25.

To the Trinity Board.

Gentlemen,

I REGRET to observe that in a correspondence between your Honourable Board and the Bristol Chamber of Commerce, which has been lately published, no attempt has been made by the latter body to meet the reasons which you have alleged for your preference of the Bull to the Morte Point as a site for the new lighthouse on the north coast of Devon, and I trust I shall not be considered impertinent for stating practical reasons which in my humble judgment greatly preponderate on the other side.

The reasons alleged by your Honourable Board are—

1st. That the site on the Bull "gives the best lead down Channel for outward vessels."

On this I would observe that for outward-bound vessels no lighthouse on either of the sites named is necessary because, excepting those which take the Channel to the north of Lundy, and are out of the question, vessels invariably make sure of their position by hugging the shore of North Devon, while at the same time they are thus enabled to drop their pilot at or near Ilfracombe, which is only three and a-half miles from the Bull and five from Morte Point.

2nd. That the site on the Bull "covers the Stone itself in any weather in which a vessel can dispense with the use of the lead."

On this I would observe that though, except in extraordinary weather, the proper use of the lead would enable a vessel to avoid the Stone, yet the habitual neglect of this precaution by sailors must not be forgotten.

The Morte Stone and rocks inside it are most fatal to inward-bound vessels in strong and thick weather from the S.W., combined with heavy ground sea. Moreover, if a vessel going up Channel, and taking her departure from Lundy, does not make sufficient allowance on the ebb for the strong set of the tide diagonally across the Channel she will be shunted as it were into the Bay, and infallibly come to grief on the Morte rocks; this is the main reason of the wrecks on this spot, and I need scarcely add that to vessels incurring this danger a light on Morte might be visible when a light on the Bull Point would be useless.

3rd. That the site on the Bull "provides a thoroughly safe and sharply defined course inwards, well out of Barnstaple Bay, and clear of the local dangers of that vicinity."

On this I would observe that in clear weather the Channel is sufficiently provided with

lights, and in thick weather, for reasons I have stated above, a light on Morte would be infinitely more useful than a light on the Bull.

The reasons on the other hand which in my opinion weigh in favour of the Morte site will sufficiently appear from what I have already stated.

I will only add, on the authority of one of the oldest inhabitants of Morte, celebrated for his exertions in time of wrecks, that during the last 50 years there have been on an average more than one wreck each year at Morte, whereas at the Bull there has been only one wreck during the whole period.

As to the expense there is no necessity for placing the light on Morte Stone, and the expense of building it on Morte Point would be precisely the same as that of building it on the Bull.

1, Hare-court, Temple,  
27th November 1876.

I remain, &c.  
(signed) *George N. Maule.*

— No. 26. —

(H. 8540.)

Trinity House to Board of Trade.

Sir,

Trinity House, London, E.C.,  
5 December 1876.

REFERRING to my letter dated 30th ultimo, enclosing certain communications received at this house further on the subject of the proposal to place a Lighthouse on Bull Point, at the southern entrance of the Bristol Channel, I am directed to forward herewith copy of a communication received from Mr. Clibbett, of Appledore, thereupon.

Assistant Secretary,  
Harbour Department, Board of Trade.

I am, &c.  
(signed) *Robin Allen.*

#### Enclosure in No. 26.

At a public meeting of Shipowners, Master Mariners, and others interested in maritime matters, held in the Seamen's Bethel Room, Appledore, on the 27th of November 1876, to hear a letter read, conveying to the Bristol Chamber of Commerce the decision of the Trinity Board respecting the erection of a light on the south shores of the Bristol Channel, communicating their determination to erect said light on Bull Point, instead of Morte Point or Stone, and also the Bristol Chamber of Commerce's reply thereto. Mr. Wm. Clibbett, senior, being voted to the chair, having read the letter referred to, and addressed a few earnest and practical remarks to the meeting, the following resolutions were unanimously adopted:—

Moved by Mr. E. Marshall, shipowner, seconded by Mr. Jno. Fishwick, shipowner: That this meeting having heard read the letter from the Trinity Board to the Bristol Chamber of Commerce, intimating their decision to erect a light on Bull Point instead of Morte Point or Stone, and the Chamber's reply thereto, express their unqualified surprise and unbounded disappointment at such a resolve, on the part of the Trinity Board, as such a course as they have been determined to pursue in this matter is diametrically opposed to the express wish and interests not only of those in this neighbourhood, but of all connected with the large ports on and near the Bristol Channel, who have been consulted on the subject, and by whom a willingness hath both been implied and expressed to bear the larger toll on shipping that would necessarily arise by the light being placed on Morte Stone; and this meeting would earnestly and respectfully submit that the Trinity Board may yet be induced to seriously reconsider their resolution before proceeding to erect a light in a position declared almost universally by practical men to be compared with Morte Stone or Point, next to useless as a guide to those navigating the Bristol Channel, especially inwards.

Moved by Mr. J. H. Fishwick, seconded by Mr. Wm. Lemon (both shipowners): That should the object of the Trinity Board in erecting a light on Bull Point be to save expense, this meeting would respectfully but earnestly suggest that the light be placed on Morte Point, if not on the Stone, which position would be supremely preferable to that of the Bull, and would of their own showing, be of equal cost.

Moved by Mr. J. H. Fishwick, seconded by Captain Thomas Lemon: That the Chairman be requested to forward copies of resolutions passed at this meeting to the Trinity Board, and also to the Bristol Chamber of Commerce, conveying the thanks of this meeting to the members of that Chamber for the very great interest they have taken in the matter of the proposed new light on the south shores of the Bristol Channel.

Moved



Moved by Captain P. Hutchings, seconded by Captain W. Morgan: That a committee of four, viz., Messrs. William Lemon, E. Marshall, R. Wilkinson, and Thomas H. Fishwick, be appointed to co-operate with the chairman in using all legitimate and constitutional measures to induce the Trinity Board to seriously and dispassionately reconsider the very grave and all-important subject of the erection of a lighthouse on Morte Point or Stone, *v.* Bull Point.

Moved by Captain T. Williams, seconded by Captain Edward Short: That the best thanks of this meeting be given to the chairman, not only for presiding at this meeting, but for general hearty interest taken by him in maritime matters.

Signed on behalf of the meeting.

Appledore, 28 November 1876.

(signed) *William Clibbett,*  
Chairman.

— No. 27. —

(H. 8540.)

Board of Trade to Trinity House.

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,

Sir,

11 December 1876.

REFERRING to recent correspondence and to the conference held at this office on the 6th instant, on the subject of the erection of a new lighthouse on the south shore of the Bristol Channel, I am directed by the Board of Trade to acquaint you, for the information of the Corporation of Trinity House, that so soon as the usual information, with plans and specific estimates, &c., are furnished, they will be prepared to accord their statutory sanction to the expenditure (approximately estimated in your letter of the 14th ultimo, at 11,970 *l.*) necessary for the erection of a new lighthouse and fog signal on the site selected by the Elder Brethren.

The engineer's report which accompanied your letter of the 14th ultimo is herewith enclosed.

I am, &c.  
(signed) *C. Cecil Trevor.*

The Secretary to the Trinity House.

— No. 28. —

Bristol Docks Committee to Trinity House.

Docks Office, Bristol,

Sir,

11 December 1876.

RECENT correspondence between the Trinity Board and the Bristol Chamber of Commerce having been laid before this committee, they beg to state that they fully share in the disappointment of the Chamber of Commerce at the decision of the Elder Brethren, to erect a lighthouse on Bull Point instead of on Morte Stone.

It seems unnecessary to repeat the arguments which have been already advanced in favour of the latter position, by the deputation which waited on the Board in July last; but with reference to the first reason assigned by the Elder Brethren in favour of Bull Point, viz., that it would give "the best lead down Channel for outward vessels," this committee would observe that they believe that to be quite a secondary consideration; it is not for outward vessels, nor is it for inward-bound ships in fine weather, but chiefly as a guide and a warning for ships making the land in bad weather, that the lighthouse is wanted, and for this purpose (with all due deference to the Trinity Board, "whose special duty it is to determine such matters") this committee still think that the outlying danger, considerably to the westward of Bull Point, and appropriately named the Morte Stone, is the spot whereon the lighthouse should be erected.

Holding this opinion, this committee desires to place on record their great disappointment at the decision of the Elder Brethren.

(signed) *Charles Nash,* Chairman.

(H. 9079.)

Bristol Chamber of Commerce to Board of Trade.

To the Right Honourable the President and other Members of the Board of Trade, Harbour Department.

The humble Memorial of the Bristol Incorporated Chamber of Commerce and Shipping.

Sheweth,

THAT in the month of March last your Memorialists had the honour of transmitting to your Right Honourable Board a Memorial on the subject of the reported intention of the Corporation of the Trinity House to place a Light on Bull Point on the southern shore of the Bristol Channel.

That the said Memorial set forth reasons why Morte Point or Morte Stone would be a more suitable site.

That in a letter from your Right Honourable Board, dated 27th March last, your Memorialists were informed that the said Memorial had been sent for the observations of the Corporation of Trinity House, and enclosed in a letter dated the 28th of April, your Memorialists received from your Right Honourable Board a copy of the observations of the Corporation of the Trinity House thereon, dated the 19th of April 1876.

That your Memorialists together with other parties comprising shipowners, merchants, dock authorities, and harbour boards within the Bristol Channel, and very largely representing these united interests, had an interview by deputation with the Elder Brethren of the Trinity House on the 25th July last, as described in the accompanying printed paragraph, numbered 1; and subsequently, further correspondence has taken place between the Corporation of the Trinity House and your Memorialists, copy of which and also of a leading article from so competent an authority as the "Shipping Gazette," is contained in the accompanying printed paragraphs, numbered 2, 3, 4, 5, 6 and 7.

That your Memorialists beg leave respectfully to ask the favour of an attentive reading of these documents, and to direct your Lordship's attention to the chief points therein, viz. :—

1. That Morte Stone is emphatically regarded by those who constantly use the Bristol Channel as the very best site for the proposed lighthouse, and its accompaniments, possessing unrivalled advantages in its adaptability to meet the wants of homeward-bound ships bound up Channel in thick weather, for which the proposed lighthouse is most needed, and therefore such ships have the first claim to consideration, seeing that outward-bound ships have all the facilities of a recent port of departure, towage and pilotage.

2. That the parties interested in the question whom the Trinity Board have thought fit to confer with, are content to bear the extra toll which the erection of the lighthouse on Morte Stone would involve.

3. That the persistence of the Trinity Corporation in the prejudice that this site is preferred in the local interests of Barnstaple Bay, notwithstanding the repeated disclaimers of your Memorialists and the other parties interested, and the determination of that Corporation to place the light on Bull Point in the face of, and in opposition to, the unanimously expressed opinion of the parties whom that Board thought fit to consult, is unjustifiable, and not such a judicious application of the funds under their management as is consistent with their obligation to the shipowning and commercial interests involved in the question.

Your Memorialists, therefore, again humbly pray the intervention of your Lordships to prevent what they regard as a great wrong, such as would result from placing the lighthouse on Bull Point instead of Morte Stone.

Signed and sealed in pursuance of a resolution passed at a meeting of the Council assembled 15th December 1876.

*John Evans*, President.

*George J. Bryant*, Vice

*George De Lisle Bush*, Presidents.

*Leonard Bruton*, Secretary.

Saint Stephen's Street Buildings,  
Bristol.



## Enclosure in No. 29.

PRINTED PARAGRAPHS referred to in the MEMORIAL of 15th December 1876.

Paragraph 1 is as follows:—

On the 25th July last a deputation, consisting of the President, John Evans, Esq., the Vice-President, George De Lisle Bush, Esq., and the Secretary of the Bristol Incorporated Chamber of Commerce and Shipping, Leonard Bruton, Esq.; the Chairman of the Bristol Docks Committee, Charles Nash, Esq.; the Bristol Haven Master, Capt. Parsons; together with gentlemen representing the Cardiff Chamber of Commerce, and the Newport Harbour and Dock Authorities, waited upon the Elder Brethren of the Trinity Corporation, London, fourteen of whom, with their engineer, were present. The interview lasted over an hour. Subsequent to this, the following correspondence between the Bristol Chamber of Commerce and the Trinity House has taken place.

Paragraph 2 is similar to No. 15.

Paragraph 3 is as follows:—

Trinity House, London, E.C.,  
16 August 1876.

Sir,

I AM directed to acknowledge receipt of your letter dated 11th inst., adverting to the recent interview which the Elder Brethren had the pleasure of holding with the representatives from Bristol, Newport, Cardiff, and Appledore, of the important commercial and maritime interests of these localities, upon the subject of the best site for a light at the southern entrance of the Bristol Channel, and requesting to be furnished with a copy of the figures exhibited on that occasion, with any other information affecting the matter, and especially as respects the conclusion arrived at by this Corporation; and in reply thereto I am to acquaint you that the only decision come to was that at the time conveyed to the deputation, that if they would express in writing their willingness to bear the tolls necessary for a Lighthouse on Morte Stone itself, such a proposition would receive the Elder Brethren's best consideration.

It will be in the recollection of the deputation that, as regards expense, it was estimated that lights on the Points respectively of Bull or Morte would cost about the same both for erection (say 9,000*l.*), and maintenance, &c. (say 420*l.* per annum); and that the tolls to meet interest on capital, upholding account, and annual maintenance, must be, for coasters, 1-16th of a penny per ton, and for oversea vessels, 3-16ths, subject to a discount of 55 per cent.; resulting in a payment each time of passing, by a vessel of 500 tons of 7*d.* net for a coasting vessel, or 3*s.* 6*d.* oversea, or 1*s.* 9*d.* for a home voyage.

As respects the choice of sites, the Elder Brethren pointed out that for the main purpose of the light, which would be to give a lead up into the Bristol Channel, a cut covering the dangers of the Stone and of Rockham Shoal could be made most effectually from a lighthouse at Bull Point, and with the advantage for outward-bound vessels of 22 degrees of extra range to the eastward; but it was doubtless obvious to the deputation that neither the question of a light vessel, nor of a lighthouse on Morte Stone itself, had been thoroughly entertained, on account, in the case of a light vessel, of the very serious relative deficiency in power, and of the local drawback of a racing tide round the point, and, as respects the Stone, of the great expense.

If the lighthouse were placed there, it would, of course, be very desirable to construct it of sufficient dimensions to maintain the modern supplement of light—an efficient sound signal, and the total cost can hardly be put at less than 50,000*l.* Nevertheless, it is believed, having regard to the development of trade and that commercial energy for which the Bristol Channel ports are so honourably distinguished, that a toll of 1-16th coast, and 3-16ths oversea, with the usual discount, or in other words a net sum of 7*d.* for a 500 ton vessel coastwise, and one of 9*s.* 5*d.* (or 4*s.* 9*d.* on a home voyage) oversea, would meet the necessary expenditure for interest on capital, per-centage for upholding, and cost of annual maintenance, provided that the Board of Trade, who are the custodians of the Mercantile Marine Fund, should feel justified in advancing so large an original outlay; but until it is known whether this difference of toll would be regarded as raising an insuperable objection, the Elder Brethren refrain from going into that question with that Department, or, indeed, into that of the nautical expediency of selecting that site, although it may be at once said in this regard, that a light on Bull could be erected in about twelve months, but that one on Morte would take about three years.

I am to add that in the course of this discussion some regret has been expressed that the high light at Bideford is limited in usefulness by being tidal; and the Elder Brethren would be glad to learn whether an extension of its arc laterally, and its exhibition throughout the night, commends itself to the Bristol Channel Authorities as an adequate alternative, in conjunction with the light on Bull, to the light on the Stone itself; and I have the honour to enclose tabular statements of the figures referred to in this letter, and

tracings of charts, showing exactly what each site would provide for the mariner; with the assurance of the Elder Brethren that it will afford them the highest satisfaction to find, whatever action their responsibility in this matter may ultimately compel them to adopt, that it meets with the approval of those for whose service it will be designed.

L. Bruton, Esq.

I am, &c.  
(signed) Robin Allen, Secretary.

#### MORTE STONE.

First cost of a rock lighthouse, inclusive of fog signal, as estimated by Mr. Douglas - - - - -	£.
Cost of maintenance per annum, taking the Wolf as a similar station - - - - -	50,000
Add for cost of fuel and stores, and for fog signal - - -	600
	30
	<hr/> 630

If lighted by electricity, add to first cost for apparatus, 2,000 l. - - - - -	52,000
Add to cost of maintenance 640 l. per annum - - -	1,270

Allowing 2½ per cent. for depreciation of property, and calculating 4 per cent. on outlay, the cost of maintaining the above establishment, if lighted by oil, would be about 2,680 l. per annum, and by electricity, 3,402 l.

Toll required to maintain oil light, 1-16th coast, 8-16ths oversea.

This toll, which is the highest ordinary toll levied, would not maintain an electric light at this station.

#### BULL POINT.

First cost of a shore lighthouse, inclusive of fog signal, as estimated by Mr. Douglas - - - - -	£.
Cost of maintenance per annum, taking Hartland as a similar station - - - - -	9,000
If lighted by electricity, add to first cost for apparatus, 2,000 l. - - - - -	420
Add to cost of maintenance 640 l. per annum - - -	11,000
	1,060

Allowing 2½ per cent. for depreciation of property, and calculating 4 per cent. on outlay, the cost of maintaining the above establishment, if lighted by oil, would be about 789 l. per annum; lighted by electricity, 1,511 l. per annum.

Toll required to maintain oil light, 1-16th coast; 3-16ths oversea.

Toll required to maintain electricity, 1-16th coast; 4-16ths oversea.

#### PROPOSED BRISTOL CHANNEL LIGHT VESSEL.

	£.	£.
Estimated cost of new vessel - - - - -	5,750	
Light apparatus - - - - -	500	
Fog signal - - - - -	1,150	
Moorings - - - - -	380	7,780
Cost of maintenance per annum, taking the Oversea as a similar station - - - - -		1,000
Lighted by electricity, add to cost of vessel and for apparatus 2,000 l. - - - - -		9,780
Add to cost of maintenance 640 l. per annum - - -		1,640

Allowing 5 per cent. for depreciation of property, and calculating 4 per cent. on outlay, the cost of maintaining the above establishment, if lighted by oil, would be about 1,327 l. per annum, and by electricity, 2,051 per annum.

Toll required to maintain oil light, 1-16th coast; 4-16ths oversea.

Toll required to maintain electricity, 1-16th coast; 8-16ths oversea.

Paragraph 4 is similar to Enclosure 1, in No. 22.

Paragraph 5 is similar to Enclosure 2, in No. 22.

Paragraph



Paragraph 6 is similar to Enclosure 2, in No. 25.

Paragraph 7 is an anonymous leading article from a newspaper.

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— No. 30. —

Cardiff Chamber of Commerce to Board of Trade.

(H. 9113.)

Cardiff Chamber of Commerce, Cardiff,  
23 December 1876.

Sir,

THIS chamber having been furnished with a copy of a memorial addressed to your Board by the Bristol Chamber of Commerce, I beg, on behalf of the Cardiff Chamber, to endorse everything therein set forth.

This chamber has advocated, by memorial and deputation, the Morte Stone, as more suitable for the proposed light than either Morte or Bull Point, but without obtaining any satisfaction from the Trinity Corporation. We therefore beg that you will bring some pressure to bear, and prevent the erection of the proposed light on Bull Point.

We are, &c.

(signed) *Archibald Hood*, President.  
*John P. Ingleden*,  
*C. David*,  
*John Davies*,  
*W. T. Hawkins*, Secretary.

The Secretary of the  
Harbour Department, Board of Trade.

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— No. 31. —

Bristol Docks Committee to Board of Trade.

(H. 9169.)

18, Queen-square, Bristol,  
27 December 1876.

Sir,

WITH reference to the site for the proposed new light in the Bristol Channel, which subject has been constantly discussed by this Board during the last few months, I am desired by the committee to inform you, that they fully concur in the views held on this question by the Bristol Chamber of Commerce, as expressed in their memorial to you dated the 15th instant, viz., that the light should be placed on Morte Stone instead of on Bull Point.

I have, &c.

The Assistant Secretary,  
Harbour Department, Board of Trade.

(signed) *Charles Nash*,  
Chairman.

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— No. 32. —

Board of Trade to Bristol Chamber of Commerce.

(H. 9079.)

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,

Sir,

28 December 1876.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 22nd instant, transmitting a memorial from the Bristol Incorporated Chamber of Commerce and Shipping on the subject of the proposed lighthouse

on the southern shore of the Bristol Channel, in which the memorialists complain of the selection by the Corporation of Trinity House of Bull Point as the site for this lighthouse, intimate their opinion that Morte Stone is a preferable site, and pray the Board of Trade to intervene to prevent the decision of the Elder Brethren being carried into effect.

In reply, I am to point out, for the information of the Chamber of Commerce, that the Board of Trade have no power to control or interfere with the Trinity House in their selection of sites for lighthouses, or to impose plans upon them; the only control they have is under the Merchant Shipping Acts in the matter of expenditure.

The Board have throughout this discussion been anxious and ready to sanction any expenditure that may be really necessary for the efficient lighting of this part of the Bristol Channel; and it is no hesitation on their part to sanction the larger expenditure requisite for the erection of a lighthouse on Morte Stone that has prevented the adoption of that site.

The Elder Brethren have, on their own responsibility, selected Bull Point as the site which, in their opinion, is most advantageous to the navigation of that part of the Channel, and the only result of a refusal by the Board of Trade to sanction the application which the Elder Brethren have made, would have been to stop the erection of any light at all in or near Morte Bay, a result which would have been deplored by the entire trade of the Bristol Channel.

The Board have accordingly had no alternative but to intimate their sanction to the expenditure requisite for the erection of a light and fog signal at Bull Point, the cost of which will be no more than a similar establishment at Morte Point, and very considerably less than an establishment on Morte Stone.

The Chamber of Commerce will therefore see that the Board of Trade have no power to intervene in the manner suggested in the memorial.

I am, &c.  
(signed) C. Cecil Trevor.

The Secretary to the Bristol  
Incorporated Chamber of Commerce and Shipping,  
St. Stephen's Buildings, Bristol.

— No. 33. —

Board of Trade to Cardiff Chamber of Commerce.

(H. 9113.)

Similar letter to No. 32.

— No. 34. —

Board of Trade to Bristol Docks Committee.

(H. 9169.)

Similar letter to No. 32.

— No. 35. —

Southampton Chamber of Commerce to Board of Trade.

(H. 19.)

Right Honourable Sir,

30 December 1876.

THE attention of the directors of this Chamber has been drawn to the decision of the Corporation of the Trinity House, to place a light on Bull Point, on the southern shore of the Bristol Channel, as well as to a memorial from the Bristol Chamber



Chamber of Commerce to your Honourable Board, dated the 15th instant, setting forth reasons why Morte Stone would be a more eligible site for the proposed lighthouse.

I am desired by my directors to inform you that they are strongly of opinion that the views of the memorial from Bristol, as representing very largely the shipping interests in the Bristol Channel, should be adopted, and to pray that your Honourable Board will be pleased to take such steps as may best give due effect thereto.

I have, &c.  
(signed) *J. E. Le Feuvre,*  
Hon. Secretary.

The Right Honourable  
Sir C. B. Adderley, M.P., President,  
Board of Trade.

— No. 36. —

Mr. *Clibbett* to Board of Trade.

(H. 20.)

To the Right Honourable the President, and other Members of the Board of Trade (Harbour Department).

The humble memorial of a committee chosen on the 27th day of November ultimo, by a large meeting of shipowners, master mariners, seamen, and parties interested in shipping and commerce, situated inside the Bideford or Barnstaple bar,

Sheweth,

THAT your memorialists regret to find that, contrary to every suggestion of nautical men, well acquainted with and constantly trading in the locality, and who are extremely anxious for the safety of life and property, a light should be erected on Morte Point or Morte Stone, the Honourable Trinity Board have determined on placing the said lighthouse on the Bull Point, a place never as yet considered dangerous.

That your memorialists having seen the copy of a document lately forwarded by the Bristol Chamber of Commerce to your Honourable Board, beg to say they fully agree with the statements therein contained, and their being situated so near the dangers of Morte, have a lively recollection of the several losses of lives and property too frequently occurring there; your memorialists, therefore, humbly pray your Lordships will interfere to prevent the serious consequence of a lighthouse being built on Bull Point instead of Morte Point or Morte Stone.

(signed) *William Clibbett*, Chairman.  
*Emanuel Marshall,*  
*T. H. Fishwick,* } Shipowners.  
*Robert Wilkinson,*

Appledore, Devon, 30 December, 1876.

— No. 37. —

Board of Trade to Southampton Chamber of Commerce.

(H. 19.)

Similar letter to No. 32.

— No. 38. —

Board of Trade to Mr. *Clibbett*.

(H. 20.)

Similar letter to No. 32.

— No. 39. —

Trinity House to Board of Trade.

(H. 1928.)

Trinity House, London, E.C.,  
2 March 1877.

Sir,

REGARD being had to the terms of the Questions\* on the subject of the intended lighthouse at Bull Point, which an honourable Member proposes to ask this evening in the House, it has occurred to the Elder Brethren that it may be expedient they should submit, for the information of the President of the Board of Trade, that with respect to the second paragraph, "the nautical and mercantile authorities, the Dock and Harbour Boards who have strongly recommended Morte Stone," have only been such authorities *in the Bristol Channel*; and secondly, that "the shipping interest, which has expressed itself willing to pay the higher rates of toll," is only the shipping interest registering at certain ports in the Bristol Channel; and that the far larger interest of ship-owners at other places, who *use* the Bristol Channel ports, but do not register from them, has not, so far as the Elder Brethren are aware, expressed any opinion either as to the best site or as to the toll it would be willing to pay for a light upon it.

The reasons of the Elder Brethren for selecting the site at Bull Point have already been explained to the Board of Trade.

The Assistant Secretary,  
Harbour Department, Board of Trade.

I am, &c.  
(signed) *Robin Allen*.

\* Mr. Morley,—To ask the President of the Board of Trade, if it is a fact that the Corporation of the Trinity House has decided to erect a lighthouse on Bull Point, in the Bristol Channel:

If it is a fact that the nautical and mercantile authorities, the Dock and Harbour Boards, and the Channel pilots have strongly recommended that such lighthouse should be erected on Morte Stone in preference:

If it be a fact that the shipping interest has expressed its willingness to pay the higher rates of toll which might be rendered necessary by the larger expenditure on the erection on Morte Stone, the Board of Trade having raised no objection to the larger outlay:

And, supposing the facts to be as above stated, would the President of the Board of Trade use his influence to have the decision changed.





BRISTOL CHANNEL (MORTE BAY).

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COPY of any MEMORIALS or REPRESENTATIONS received by the Board of Trade or the Corporation of Trinity House in reference to the Site of the proposed New Lionghouse at *Morte Bay*, in the *Bristol Channel*; together with the Correspondence between the Board of Trade and the Trinity House or the Memorialists thereon.

(*Mr. Morley.*)

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*Ordered, by The House of Commons, to be Printed,  
23 March 1877.*

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126.

*Under 3 oz.*

65  
MERCHANT SHIPS (DANGEROUS GOODS).

RETURN to an Order of the Honourable The House of Commons,  
dated 26 February 1877;—for,

COPY “ of INSTRUCTIONS issued by the BOARD of TRADE to their PRINCIPAL  
OFFICERS with regard to the CARRIAGE of EXPLOSIVES in SHIPS.”

Board of Trade, }  
26 February 1877.

T. H. FARRER.

Board of Trade, Marine Department,  
February 1877.

INSTRUCTIONS TO PRINCIPAL OFFICERS  
OF THE  
BOARD OF TRADE.

CARRIAGE OF EXPLOSIVES IN SHIPS.

THE attention of the Principal Officer is called to the following enactments respecting the carriage of dangerous goods and explosives in ships, viz. :

The Passengers Act, 1855, section 29, provides that—

“ No ‘ passenger ship ’ shall clear out or proceed to sea if there shall be on board as cargo, horses, cattle, gunpowder,\* vitriol, lucifer matches, guano, or green hides, nor if there shall be on board any other article or number of articles, whether as cargo or ballast, which by reason of the nature or quantity, or mode of stowage thereof, shall either singly or collectively, be deemed by the emigration officer at the port of clearance likely to endanger the health or lives of the passengers or the safety of the ship.”

Certain Articles prohibited as Cargo and Ballast.

[N.B.—Amended by allowing the Carriage of a limited Number of Horses and Cattle under certain conditions.]

The Merchant Shipping Act, 1873, provides as follows :—

“ 23. If any person sends, or attempts to send by, or not being the master or owner of the vessel, carries, or attempts to carry, in any vessel, British or foreign, any dangerous goods; (that is to say), aquafortis, vitriol, naphtha, benzine, gunpowder, lucifer matches, nitro-glycerine, petroleum, or any other goods of a dangerous nature, without distinctly marking their nature on the outside of the package containing the same, and giving written notice of the nature of such goods, and of the name and address of the sender or carrier thereof, to the master or owner of the vessel at or before the time of sending the same to be shipped, or taking the same on board the vessel, he shall for every such offence incur a penalty not exceeding one hundred pounds: Provided that if such person show that he was merely an agent in the shipment of any such goods as aforesaid, and was not aware, and did not suspect, and had no reason to suspect that the goods shipped by him were of a dangerous nature, the penalty which he incurs shall not exceed ten pounds.

Restrictions on carriage of dangerous goods.

“ 24. If any person knowingly sends, or attempts to send by, or carries, or attempts to carry in any vessel, British or foreign, any dangerous goods, or goods of a dangerous nature,

Penalty for misdescription of dangerous goods.

\* See also section 42 of the Explosives Act, 1875, further on.

† N.B.—It has been ruled by the Board of Trade that bleaching powder comes within the definition of dangerous goods under section 23 of the Merchant Shipping Act, 1873.



nature, under a false description, or falsely describes the sender or carrier thereof, he shall incur a penalty not exceeding five hundred pounds.

Power to refuse to carry goods suspected of being dangerous.

“25. The master or owner of any vessel, British or foreign, may refuse to take on board any package or parcel which he suspects to contain goods of a dangerous nature, and may require it to be opened to ascertain the fact.

Power to throw overboard dangerous goods.

“26. Where any dangerous goods, as defined in this Act, or any goods which, in the judgment of the master or owner of vessel, are of a dangerous nature, have been sent or brought aboard any vessel, British or foreign, without being marked as aforesaid, or without such notice having been given as aforesaid, the master or owner of the vessel may cause such goods to be thrown overboard, together with any package or receptacle in which they are contained: and neither the master nor the owner of the vessel shall, in respect of such throwing overboard, be subject to any liability, civil or criminal, in any court.

Forfeiture of dangerous goods improperly sent.

“27. Where any dangerous goods have been sent or carried, or attempted to be sent or carried, on board any vessel, British or foreign, without being marked as aforesaid, or without such notice having been given as aforesaid, and where any such goods have been sent or carried, or attempted to be sent or carried, under a false description, or the sender or carrier thereof has been falsely described, it shall be lawful for any court having Admiralty jurisdiction to declare such goods, and any package or receptacle in which they are contained, to be and they shall thereupon be forfeited, and when forfeited, shall be disposed of as the court directs.

“The court shall have, and may exercise the aforesaid powers of forfeiture and disposal, notwithstanding that the owner of the goods have not committed any offence under the provisions of this Act relating to dangerous goods, and be not before the court, and have not notice of the proceedings, and notwithstanding that there be no evidence to show to whom the goods belong; nevertheless the court may, in its discretion, require such notice as it may direct to be given to the owner or shipper of the goods before the same are forfeited.

Saving as to Dangerous Goods Act.

“28. The provisions of this Act relating to the carriage of dangerous goods shall be deemed to be in addition to and not in substitution for or in restraint of any other enactment for the like object, so that nevertheless that nothing in the said provisions shall be deemed to authorise that any person be sued or prosecuted twice in the same matter.”

The Explosives Act, 1875, provides as follows (that is to say) :—

“33. The following general rules shall be observed with respect to the packing of gunpowder for conveyance :—

“2. The gunpowder, if exceeding five pounds in amount, shall be contained either in a single package or a double package. A single package shall be a box, barrel, or case of such strength, construction, and character as may be for the time being approved by the Government Inspector as being of such strength, construction, and character, that it will not be broken or accidentally opened, or become defective or insecure whilst being conveyed, and will not allow the gunpowder to escape. If the gunpowder is packed in a double package, the inner package shall be a substantial case, bag, canister, or other receptacle made and closed, so as to prevent the gunpowder from escaping, and the outer package shall be a box, barrel, or case of wood or metal, or other solid material, and shall be of such strength, construction, and character, that it will not be broken or accidentally opened, or become defective or insecure whilst being conveyed, and will not allow the gunpowder to escape; and

“7. On the outermost package, there shall be affixed the word ‘gunpowder’ in conspicuous characters, by means of a brand or securely attached label or other mark.

“In the event of any breach (by any act or default) of any general rule in this section, the gunpowder in respect of which the breach is committed may be forfeited, and the person guilty of such breach shall be liable to a penalty not exceeding twenty pounds.

Bye-laws by harbour authority as to conveyance, loading, &c., of gunpowder.

“34. Every harbour authority shall, with the sanction of the Board of Trade, make bye-laws for regulating the conveyance, loading and unloading of gunpowder within the jurisdiction of the said authority, and in particular for declaring or regulating all or any of the following matters within the jurisdiction of the said authority; namely,

“5. Prohibiting or subjecting to conditions and restrictions the conveyance of gunpowder with any explosive or any articles or substances, or in passenger ships, boats, trains, or carriages; and

“7. Regulating the mode of, and the precautions to be observed in conveying any gunpowder, and in the loading or unloading any ship, boat, or carriage conveying gunpowder, as merchandise, and the time during which gunpowder may be kept during such conveyance, loading, or unloading; and

“8. Fixing the times at which lights or fires are to be allowed or not allowed on board such ships or boats, as before mentioned, or at which a constable or officer of the harbour authority is to be on board them.

"42. Section 29 of the Passengers Act, 1855, and sections 23 to 27, both inclusive, of the Merchant Shipping Act, 1873, shall apply to every explosive within the meaning of this Act in like manner as they apply to gunpowder.

Extension of 18 & 19 Vict. c. 119, s. 29, and 36 & 37 Vict. c. 85, ss. 23-27, to all explosives.

"58. The Board of Trade may, from time to time, by order, direct—

Inspection by Railway Inspectors or Inspectors of Board of Trade.

"(a.) Any person acting under the Board as an inspector of railways, to inquire into the observance of this Act by any railway company or canal company, and generally to act with respect to any railway or canal as an inspector under this Act; or

"(b.) Any person acting under the Board as an inspector or otherwise, for the purposes of the Merchant Shipping Act, 1854, or the Acts amending the same, to inquire into the observance of this Act in any harbour or in the case of any ship, and generally to act in such harbour and with respect to ships as an inspector under this Act.

"The Board of Trade may revoke any such order; and each such inspector shall while such order is in force, have for that purpose the same powers and authorities as he has under the Acts in pursuance of which he was originally appointed inspector, and also the powers and authorities of a Government Inspector under this Act.

"98. This Act shall not apply—

Saving for rocket and fog stations.

"(1.) To the keeping of any rockets for use in any apparatus for saving life, kept under the control of the Commissioners of the Admiralty or the Board of Trade; or

"(2.) To the keeping of any explosive kept for the purpose of signalling at or near a station on the sea coast, under the control of any general lighthouse authority, as defined by the Merchant Shipping Act, 1854.

"101. Where any gunpowder, rockets, or other explosive are on board any ship in pursuance of the provisions of the Merchant Shipping Act, 1854, and the Acts amending the same, or any order or regulation made under any of those Acts, nothing in this Act shall apply to such gunpowder, rockets, or explosive, except that the conveyance and keeping thereof on board the ship or elsewhere while the ship is in harbour, shall be subject to the bye-laws under this Act, and bye-laws under this Act may be made for regulating such conveyance and keeping."

Saving for rockets, gunpowder, &c., on board ship in compliance with 17 & 18 Vict. c. 104.

"106. It shall be lawful for Her Majesty from time to time, by Order in Council, to define, for the purposes of this Act, the composition, quality, and character of any explosive, and to classify explosives.

Definition and classification of explosives by Order in Council.

"Where the composition, quality, or character of any explosive has been defined by an Order in Council, any article alleged to be such explosive which differs from such definition in composition, quality, or character, whether by reason of deterioration or otherwise, shall not be deemed, for the purposes of this Act, to be the explosive so defined."

"At the Court at Osborne House, Isle of Wight, the 5th day of August 1875. Present: The Queen's most Excellent Majesty in Council.

"Whereas, by the 106th section of 'The Explosives Act, 1875,' it is enacted that it shall be lawful for Her Majesty, from time to time, by Order in Council, to define, for the purposes of the said Act, the composition, quality, and character of any explosive, and to classify explosives.

Order in Council.

"Now, therefore, in pursuance of the above-mentioned provision of the said Act, Her Majesty is pleased, by and with the advice of Her Privy Council, to order as follows:—

"For the purposes of the said Act explosives shall be divided into seven classes, as follows:—

Class 1	-	-	-	-	-	-	-	Gunpowder.
Class 2	-	-	-	-	-	-	-	Nitrate Mixture.
Class 3	-	-	-	-	-	-	-	Nitro Compound.
Class 4	-	-	-	-	-	-	-	Chlorate Mixture.
Class 5	-	-	-	-	-	-	-	Fulminate.
Class 6	-	-	-	-	-	-	-	Ammunition.
Class 7	-	-	-	-	-	-	-	Firework.

"And when an explosive falls within the description of more than one class it shall be deemed to belong exclusively to the latest of the classes within the description of which it falls.

"Class 1.—*Gunpowder Class.*

"The term 'gunpowder' means exclusively gunpowder ordinarily so called.

"Class 2.—*Nitrate-Mixture Class.*

"The term 'nitrate-mixture' means any preparation, other than gunpowder ordinarily so called, formed by the mechanical mixture of a nitrate which any form of carbon or with any carbonaceous substance not possessed of explosive properties, whether sulphur be



or be not added to such preparation, and whether such preparation be or be not mechanically mixed with any other non-explosive substance.

“ The nitrate-mixture class comprises such explosives as—

Pyrolithe,	Poudre saxifragine,
Pudrolithe,	

and any preparation coming within the above definition.

“ Class 3.—*Nitro-compound Class.*

“ The term ‘nitro-compound’ means any chemical compound possessed of explosive properties or capable of combining with metals to form an explosive compound, which is produced by the chemical action of nitric acid (whether mixed or not with sulphuric acid) or of a nitrate mixed with sulphuric acid upon any carbonaceous substance, whether such compound is mechanically mixed with other substances or not.

“ The nitro-compound class has two divisions.

“ Division 1 comprises such explosives as—

Nitro-glycerine,	Dualine,
Dynamite,	Glyoxiline,
Lithofracteur,	Methylic nitrate,

and any chemical compound or mechanically mixed preparation which consists either wholly or partly of nitro-glycerine or of some other liquid nitro-compound.

“ Division 2 comprises such explosives as—

Gun-cotton, ordinarily so called,	Cotton gunpowder,
Gun-paper,	Schultz's powder,
Xyloidine,	Nitro-mannite,
Gun-sawdust,	Picrates,
Nitrated gun-cotton,	Picric powder,

and any nitro-compound as before defined, which is not comprised in the first division.

“ Class 4.—*Chlorate-mixture Class.*

“ The term ‘chlorate-mixture’ means any explosive containing a chlorate.

“ The chlorate-mixture class has two divisions.

“ Division 1 comprises such explosives as—

Horsley's blasting powder,	Brain's blasting powder,
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and any chlorate preparation, which consists partly of nitro-glycerine, or of some other liquid nitro-compound.

“ Division 2 comprises such explosives as—

Horsley's original blasting powder,	Reichen's blasting charges,
Erhardt's powder,	Teutonite,
Reveley's powder,	Chlorated gun-cotton,
Hockstadter's blasting charges,	

and any chlorate-mixture as before defined, which is not comprised in the first division.

“ Class 5.—*Fulminate Class.*

“ The term ‘fulminate’ means any chemical compound or mechanical mixture, whether included in the foregoing classes or not, which, from its great susceptibility to detonation, is suitable for employment in percussion caps or any other appliances for developing detonation, or which, from its extreme sensibility to explosion, and from its great instability (that is to say, readiness to undergo decomposition from very slight exciting causes), is especially dangerous.

“ This class consists of two divisions.

“ Division 1 comprises such compounds as the fulminates of silver and of mercury, and preparations of these substances, such as are used in percussion caps; and any preparation consisting of a mixture of a chlorate with phosphorus, or certain descriptions of phosphorus compounds, with or without the addition of carbonaceous matter; and any preparation consisting of a mixture of a chlorate with sulphur, or with a sulphuret, with or without carbonaceous matter.

“ Division 2 comprises such substances as the chloride and the iodide of nitrogen, fulminating gold and silver, diazobenzol, and the nitrate of diazobenzol.

“ Class 6.—*Ammunition Class.*

“ The term ‘ammunition,’ means an explosive of any of the foregoing classes when enclosed in any case or contrivance, or otherwise adapted or prepared so as to form a cartridge or charge for small arms, cannon, or any other weapon, or for blasting, or to form any safety or other fuze for blasting or for shells, or to form any tube for firing explosives,



explosives, or to form a percussion cap, a detonator, a fog signal, a shell, a torpedo, a war rocket, or other contrivance other than a firework.

“The term ‘percussion cap’ does not include a detonator.

“The term ‘detonator’ means a capsule or case which is of such strength or construction, and contains an explosive of the fulminate-explosive class in such quantity, that the explosion of one capsule or case will communicate the explosion to other like capsules or cases.

“The term ‘safety-fuze’ means a fuze for blasting which burns and does not explode, and which does not contain its own means of ignition, and which is of such strength and construction and contains an explosive in such quantity that the burning of such fuze will not communicate laterally with other like fuzes.

“The ammunition class has three divisions.

“Division 1 comprises exclusively—

Safety cartridges.  
Safety fuzes for blasting.

Railway fog signals.  
Percussion caps.

“Division 2 comprises any ammunition as before defined which does not contain its own means of ignition, and is not included in Division 1, such as—

Cartridges for small arms which are not safety cartridges,  
Cartridges and charges for cannon, shell, mines, blasting, or other like purposes,  
Shells and torpedoes containing any explosive,  
Fuzes for blasting, which are not safety fuzes,  
Fuzes for shells,  
Tubes for firing explosives,  
War rockets,

which do not contain their own means of ignition.

“Division 3 comprises any ammunition as before defined which contains its own means of ignition, and is not included in Division 1, such as—

Detonators,  
Cartridges for small arms, which are not safety cartridges,  
Fuzes for blasting, which are not safety fuzes,  
Fuzes for shells,  
Tubes for firing explosives,

which do contain their own means of ignition.

“By ammunition containing its own means of ignition is meant ammunition having an arrangement, whether attached to it or forming part of it, which is adapted to explode or fire the same by friction or percussion.

#### “Class 7.—*Firework Class.*

“The term ‘firework’ comprises firework composition and manufactured fireworks.

“Division 1.—The term ‘firework composition’ means any chemical compound or mechanically mixed preparation of an explosive or inflammable nature which is used for the purpose of making manufactured fireworks, and is not included in the former classes of explosives, and also any coloured fire composition.

“Division 2.—The term ‘manufactured firework’ means any explosive of the foregoing classes, and any firework composition, when such explosive or composition is enclosed in any case or contrivance, or is otherwise manufactured so as to form a squib, cracker, serpent, rocket (other than a war rocket), maroon, star, lance, wheel, Chinese fire, Roman candle, or other article adapted for the production of pyrotechnic effects or pyrotechnic signals.

“C. L. Peel.”

The following are extracts from the Bye-laws of the Thames Conservancy Board, made on the 22nd November 1876 under the authority of the Explosives Act, 1875:—

Par. 38. “In any ship carrying any quantity of explosive (beyond 300 lbs. for the ship’s own use) and in any boat carrying explosives, due precautions shall be taken by means of a bulkhead or partition or otherwise, and by careful stowing to secure the explosive carried from being brought into contact with or endangered by any other article or substance conveyed in such ship or boat which is liable to cause fire or explosion.”

Par. 49. “Ships shall not carry more than 1,000 lbs. of any explosive (other than explosives of the first division of the 6th (ammunition class) at the same time with any naphtha, paraffin, petroleum, or other volatile oil, except a small quantity for the ship’s own use, and such naphtha, paraffin, petroleum, or other volatile oil, shall not be used for any purpose or on any pretence whatever in a ship carrying more than 1,000 lbs. of any explosive (other than explosives of the first division of the sixth (ammunition) class) whilst such ship is in the River Thames within the jurisdiction of the Conservators.”

Section 6 of the Merchant Shipping Act, 1876, provides as follows, viz. :—

Power to detain unsafe ships, and procedure for such detention.

“ 6. Where a British ship, being in any port of the United Kingdom is, by reason of the defective condition of her hull, equipments, or machinery, or by reason of overloading or improper loading, unfit to proceed to sea without serious danger to human life, having regard to the nature of the service for which she is intended, any such ship (hereinafter referred to as ‘unsafe’) may be provisionally detained for the purpose of being surveyed, and either finally detained or released.”

#### INSTRUCTIONS thereupon applicable to the LONDON DISTRICT.

WITH reference to the enactments and bye-laws above quoted, the attention of the officers of the Board of Trade is called to the following points :—

The provision contained in Section 29 of the Passengers Act, 1855, as added to by Sections 3, 33, 34, 42, 58, 98, and 101, of the Explosives Act, 1875, prohibits the carriage of dangerous goods and combustibles on board emigrant ships.

The officers of the Board of Trade are not to occupy themselves in carrying into effect the provisions of the Explosives Act: excepting that if they find in emigrant ships coming under their survey in due course any combustibles or explosives or other prohibited articles are on board in contravention of the Act, they should at once report the case to the Board of Trade, and the ship should be detained, if necessary, pending instructions.

If also in any case the principal officer is specially applied to, to detain provisionally, under Section 6 of the Merchant Shipping Act, 1876, a ship as unsafe, on account of the improper loading of her cargo, and that ship has on board, as cargo, any gunpowder or other explosives, he should be guided by the following general instructions.

He need not detain any such ship, provided the explosives, being packed as required by Section 33 of the Explosives Act, are enclosed in a substantial compartment formed of double boards with an intermediate lining of felt. If such a compartment is not provided, the officer must satisfy himself that the explosives are “otherwise,” and by careful stowage, secured from contact with or danger from any other article or substance carried as cargo on board the ship. If, for instance, the explosives are surrounded with goods carefully packed, and have boards between them and the goods, so as to completely isolate them from all cargo, packing cases, &c., likely to cause explosion by metal coming in contact with powder, and if they are placed on and surrounded by sail cloth or felt in such a way as to prevent effectually any of the powder getting adrift during the voyage, and filtering into the general cargo, and if they are so placed and surrounded that the crew cannot get amongst them in their attempts to plunder cargo during the voyage, the officer need not interfere with their stowage.

It is of course understood throughout that explosives are not be placed in the same part of the ship as combustibles, spirits, or other inflammable goods.

(signed) *Edward Stanhope*,  
Secretary.  
(signed) *Thomas Gray*,  
Assistant Secretary.

[*Note.*—In continuation of the existing Instructions on which officers have been acting, relative to the detention of ships improperly loaded, the principal officers of the outport districts have been informed to the effect that they have power under the Act and former instructions, to detain provisionally ships laden with gunpowder or other explosives, on the ground of improper loading, when necessity arises; and that they should do so when it comes to their knowledge that the explosives carried are not isolated and protected as indicated in the Instructions issued to the London District; and when petroleum, coals, or other inflammable or combustible articles are carried in dangerous proximity to explosives.]





MERCHANT SHIPS  
(DANGEROUS GOODS).

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COPY of INSTRUCTIONS issued by the Board of  
TRADE to their PRINCIPAL OFFICERS with  
regard to the CARRIAGE of EXPLOSIVES in  
SHIPS.

(*Sir Charles Adlerley.*)

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*Ordered, by The House of Commons, to be Printed,  
26 February 1877.*

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70.

*Under 1 oz.*

75

DUBLIN BAY (MUGLINS ROCK).

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RETURN to an Order of the Honourable The House of Commons,  
dated 5 March 1877;—*for*,

COPY “of CORRESPONDENCE between the Board of Trade and the Commissioners of Irish Lights or the Corporation of Trinity House, in reference to the Necessity of a BEACON on the MUGLINS ROCK, at the Southern Entrance to DUBLIN BAY.”

Board of Trade, }  
7 March 1877. }

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EDWARD STANHOPE.

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(*Mr. Sullivan.*)

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*Ordered, by The House of Commons, to be Printed,*  
*8 March 1877.*

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COPY of CORRESPONDENCE between the Board of Trade and the Commissioners of Irish Lights or the Corporation of Trinity House, in reference to the Necessity of a BEACON on the MUGLINS ROCK, at the Southern Entrance to DUBLIN BAY.

— No. 1. —

(H. 9160.)

Trinity House to Board of Trade.

Trinity House, London, E.C.,

29 December 1875.

Sir,

I AM directed to transmit, for the information of the Board of Trade, the accompanying correspondence which has passed between the Commissioners of Irish Lights and this Board relative to a proposal by Admiral Sir J. W. Tarleton to place a beacon on the Muglins Rock for the better marking of the Burford Bank entrance to Dublin Bay, from which it will be seen that the Elder Brethren have, on the application of the Commissioners, notified their statutory sanction to the placing of the beacon in question.

The Assistant Secretary,  
Harbour Department, Board of Trade.

I am, &c.  
(signed) *Robin Allen*

Enclosure 1, in No. 1.

Gentlemen,

"Warrior," at Kingstown,  
28 August 1875.

HAVING experienced some difficulty when entering Dublin Bay with the Reserve Squadron, on a clear day, in making out the clearing mark for the south end of the Burford Bank (Dalkey Tower is one with the Muglins, W. by S.  $\frac{1}{4}$  S.), in consequence of the Muglins being nearly the same colour as the background of Dalkey Island, I would suggest that a small obelisk or beacon, painted red and white to form a contrast, should be placed on the Muglins, so that a stranger may easily distinguish when the mark is on.

I have, &c.  
(signed) *J. W. Tarleton*,  
Vice Admiral.

The Commissioners of Irish Lights,  
Kingstown.

Enclosure 2, in No. 1.

Irish Lights Office, Westmoreland-street,  
Dublin, 14 December 1875

Sir,

I AM to forward herewith copy of a communication from Vice Admiral Sir J. W. Tarleton, K.C.B., calling the attention of the Commissioners to the desirability of placing a small obelisk or beacon on the Muglins Rock, for the purpose of making out the clearing mark for the south end of the Burford Bank (Dalkey Tower in one with the Muglins, W. by S.  $\frac{1}{4}$  S.). I am to state the Board concur with the suggestion, and would recommend a moderate-sized plain beacon, painted white, and would request the sanction of the Trinity Board, should the Elder Brethren so approve.

The Secretary,  
Trinity House, London.

I am, &c.  
(signed) *W. Lees*.

Enclosure 3, in No. 1.

Trinity House, London, E.C.  
29 December 1875.

Sir,

HAVING laid before the Board your letter of the 14th instant, with its enclosure from Admiral Sir J. W. Tarleton, suggesting that a small beacon be placed on the Muglins Rock for the better marking of the Burford Bank entrance to Dublin Bay, and stating that the Commissioners concur with this suggestion, and request the sanction of this Corporation to the erection of a beacon as proposed, I am directed in reply to acquaint you that the Elder Brethren approve, and hereby notify their statutory sanction to the establishment of the beacon in question.

The Secretary,  
Irish Lights Office, Dublin.

I am, &c.  
(signed) *Robin Allen.*

— No. 2. —

(H. 9160.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,  
7 January 1876.

Sir,

THE Board of Trade have received from the Corporation of Trinity House some correspondence which has passed between them and the Commissioners of Irish Lights on the subject of the placing of a small beacon, painted white, on the Muglins Rock, from which it appears that the Elder Brethren have given their statutory sanction to the proposal of the Commissioners.

The object of the Commissioners in proposing this beacon would appear to be entirely with a view of making some effective distinction between Muglins Rock and Dalkey Tower when in one as a clearing mark for the south end of the Burford Bank, and on this assumption I am to suggest whether this object might not be equally well attained, and probably in a more expeditious and economical manner, by simply whitewashing the eastern face of the Rock, renewing the coating from time to time as required.

Should the Commissioners however be of opinion that this would not be sufficient for the purpose, a further suggestion presents itself, namely, whether a conspicuous and effective mark might not be readily made by placing upon the Rock a round target or disc painted white.

The Board of Trade before proceeding to consider the question would be glad to be favoured with any observations which the Commissioners may have to offer on the above suggestions.

The Secretary,  
Commissioners of Irish Lights.

I am, &c.  
(signed) *C. Cecil Trevor.*

— No. 3. —

(H. 1720.)

Commissioners of Irish Lights to Board of Trade.

Irish Lights Office, Westmoreland-street,  
Dublin, 28 February 1876.

Sir,

REFERRING to your letter of the 7th ultimo, offering certain suggestions for marking the Muglins Rock, for which object the statutory sanction of the Elder Brethren has been received for erecting a small beacon thereon, their Lordships pointing out whether this danger might not be more expeditiously and economically marked, by either whitewashing the Rock, or by placing upon it a round target or disc painted white, I am in reply to transmit copy of report from the  
Inspector

Inspector of Lights, to whom your letter was referred, expressing his opinion that the small beacon recommended would answer the purpose better, as applied for by Vice Admiral Sir J. W. Tarleton, K.C.B., and the Commissioners, having given the subject further consideration, concur with the Inspector, and beg leave to reiterate their former recommendation that a small beacon be placed on this Rock.

The Assistant Secretary,  
Harbour Department, Board of Trade.

I am, &c.  
(signed) *W. Lees.*

Enclosure in No. 3.

Irish Lights Office,  
23 February 1876.

Sir,  
WITH reference to Board of Trade's letter, 7th January 1876, I am of opinion that to distinguish the Muglins from Dalkey Island, as a mark for clearing the Burford Bank, to whitewash the Rock would not be a very effective means, as the constant beating of the sea over it would wash off and discolour the whitewash.

With regard to the other proposition, of painting a large white target on the Rock, this might be more effective (if it could be so painted as not to be washed off) for this one purpose in the day time; but the beacon would answer this purpose better, and also would be a good mark at night for vessels rounding the Muglins when coming from the southward, inside the banks.

I remain, &c.  
(signed) *Geo. Digby M rnt,*  
Inspector of Lights.

The Secretary,  
Commissioners of Irish Lights.

— No. 4. —

(H. 1720.)

Board of Trade to Trinity House.

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,  
6 March 1876.

Sir,

REFERRING to your letter of the 29th December last, forwarding correspondence which had passed between the Corporation of Trinity House and the Commissioners of Irish Lights relative to the proposed placing of a beacon pillar on the Muglins Rock for the better marking of Burford Bank, Dublin Bay, I am directed by the Board of Trade to state that having now received (in answer to a letter from this office) a communication from the Commissioners of Irish Lights explanatory of their recommendation, and urging the employment of a beacon in preference to less expensive methods of marking the Rock, they hereby signify their statutory sanction to the erection of the beacon as proposed.

I am, &c.  
(signed) *C. Cecil Trevor.*

The Secretary, Trinity House.

— No. 5. —

(H. 1720.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,  
6 March 1876.

Sir,

REFERRING to your letter of the 28th ultimo, conveying, in reply to mine of the 7th January, the further observations of the Commissioners of Irish Lights on the means to be adopted to mark the Muglins Rock, I am now directed by



the Board of Trade to state that they have this day signified to the Corporation of Trinity House their statutory sanction to the placing of a small obelisk or beacon on the Rock as proposed, and I am to request that you will move the Commissioners to favour the Board with an estimate of the expense.

The Secretary,  
Commissioners of Irish Lights, Dublin.

I am, &c.  
(signed) *C. Cecil Trevor.*

— No. 6. —

(H. 3828.)

Commissioners of Irish Lights to Board of Trade.

Irish Lights Office, Westmoreland-street,  
Dublin, 11 May 1876.

Sir,

WITH reference to your letter of the 6th March last, I am directed by the Commissioners of Irish Lights to forward herewith, for the approval of the Board of Trade, a design, prepared by their engineer, for a beacon on the Muglins Rock, Dublin Bay, together with estimate of cost of erection of same, amounting to 309 *l*.

I am, &c.  
(signed) *Owen Armstrong,*  
*for Secretary.*

The Assistant Secretary,  
Harbour Department, Board of Trade.

Enclosure in No. 6.

Sir,

Irish Lights Office, Dublin, 4 May 1876.

As directed, I beg leave to submit a modified plan for a beacon on the Muglins Rock. The expense of erection I estimate approximately as follows, viz. :—

Excavation - - - - -	£.
Masonry - - - - -	10
Boatage - - - - -	144
Superintendence - - - - -	75
Scaffolding - - - - -	20
	30
	270
Contingencies - - - - -	30
	£. 309

Three hundred and nine pounds.

The Secretary,  
Commissioners of Irish Lights.

I am, &c.  
(signed) *John S. Sloane.*

— No. 7. —

(H. 3828.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade (Harbour Department).  
Whitehall Gardens, S.W.,  
22 May 1876.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 11th instant, transmitting a design and estimate for the beacon proposed to be placed on the Muglins Rock, and requesting their sanction to an expenditure for the purpose, of 309 *l*.

I am now to state that the Board consider that the proposed structure has been designed, and the estimate framed, on a scale quite out of proportion to the actual needs of the case.

They are advised that, for the clearing mark required, all that is necessary is a whitish face perpendicular to the line formed by the Rock and the Dalkey Tower;

Tower; and that for such an object the dimensions of 10 feet by 10 feet (instead of 20 feet by 12) would be ample.

There is no necessity for the mark to show conspicuously in any other direction, and it is believed that a simple disc faced with white glazed tiles to obviate the use of paint, supported on an inexpensive frame, would fulfil all that is required of it. The circular form is needlessly expensive.

They will be glad to receive a reduced estimate for the work, which should be framed on as economical a basis as possible.

The Board have seen with some astonishment that the item of boatage is estimated at one-fourth of the entire estimate.

I am, &c.

(signed) *C. Cecil Trevor.*

The Secretary,  
Commissioners of Irish Lights.

— No. 8. —

(H. 4662.)

Commissioners of Irish Lights to Board of Trade.

Irish Lights Office, Westmoreland-street,  
Dublin, 13 June 1876.

Sir,

I AM instructed by the Commissioners of Irish Lights to forward herewith, as requested, an estimate, amounting to 278 *l.* 1 *s.* 3 *d.* for the erection of a beacon on the Muglins Rock, prepared by the engineer in accordance with the directions of the Board of Trade, as contained in their letter of the 22nd ultimo.

In transmitting this estimate, I am, however, to state that in the opinion of the Commissioners no structure of smaller dimensions than that for which plans and estimate were forwarded in my letter of the 11th ultimo, will effectually meet the requirements of the present case, and that in seeking for tenders for its erection the Commissioners will use every exertion to ensure economy.

I am, &c.

(signed) *W. Lees,*  
Secretary.

The Assistant Secretary,  
Harbour Department, Board of Trade.

Enclosure in No. 8.

Sir,

Irish Lights Office, Dublin, 8 June 1876.

I HAVE read letter from Board of Trade of 22nd ultimo, on the subject of a beacon on the Muglins Rock, giving certain dimensions of a clearing mark which their Lordships are advised is all that is necessary for the purpose, and which having been referred to me to submit an estimate, as requested, I beg to do so as follows, viz. :—

	<i>s.</i>	<i>d.</i>	<i>£.</i>	<i>s.</i>	<i>d.</i>
Beacon of rubble masonry, 10 × 10 × 10 = 1,000 cubic feet = 37					
cubic yards - - - - - at	50	-	92	10	-
12½ cubic yards excavation - - - - - at	7	6	4	13	9
40 feet lineal quoins - - - - - at	3	-	6	-	-
225 tiles, white-faced 8 inches square - - - - - at	1	-	11	5	-
Fixing same, including cramps, cement, and carriage - - - - - at	-	6	5	12	6
Scaffolding, derrick for landing, cordage and blocks - - - - -	-	-	50	-	-
45 trips, boat (men, 6, at 3 <i>s.</i> 6 <i>d.</i> ; boat, 7 <i>s.</i> ) - - - - - at	28	-	63	-	-
9 weeks, foreman, including lodgings, &c. - - - - -	-	-	20	-	-
Contingencies - - - - -			253	1	3
			25	-	-
			<i>£.</i>	278	1 3

Two hundred and seventy-eight pound one shilling and three pence.

The Secretary,  
Commissioners of Irish Lights.

I am, &c.  
(signed) *John S. Sloane.*

— No. 9. —

(H. 4662.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,  
21 June 1876.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 13th instant, enclosing, with reference to mine of the 22nd ultimo, a second estimate, amounting to 278*l.*, for the proposed beacon on Muglins Rock.

In reply I am to state that, observing with regret that the expense proposed to be incurred for this work is still quite disproportionate to its importance, the Board of Trade are obliged to decline to accord their approval to the estimate in question.

The Secretary,  
Commissioners of Irish Lights.

I am, &c.  
(signed) *C. Cecil Trevor.*

— No. 10. —

(H. 5655.)

Commissioners of Irish Lights to Board of Trade.

Irish Lights Office, Westmoreland-street,  
Dublin, 29 July 1876.

Sir,

IN reference to the Board of Trade's letters, of the 22nd May and 21st June 1876, I am directed by the Commissioners of Irish Lights to state that they had several applications for a lighthouse, and not a beacon, on the Muglins, in consequence of the great number of wrecks on that Rock.

The late Harbour Master of Kingstown, when applying for a light, furnished particulars of 11 ships wrecked during his time, and one since he retired, *i. e.*, on the 21st March last.

The Commissioners did not ask the Board of Trade for a lighthouse, on account of the large expense, but recommended a beacon, as suggested by Admiral Tarleton, and which, in their opinion, should be of such a size as would form the base of a small lighthouse, should it be deemed right hereafter so to convert it; but, yielding to the suggestions of the Board of Trade, they had estimates for a smaller beacon, at an estimated cost of 309*l.*, prepared, and are still of opinion that nothing less will satisfy the requirements of the trade. They are of opinion that if the mere marking of the south end of the Burford Bank was the only object to be gained, it might do to have a white mark on the face of the Rock, and, therefore, might hesitate to press on the Board of Trade the expense of erecting a beacon; but when it is considered that this beacon is wanted to warn mariners off the Rock, where there have been so many vessels wrecked, they feel that the Board of Trade only require this circumstance to be plainly brought before them to ensure their sanctioning an expenditure which will carry out the object for which it is asked, *viz.*, the saving of shipwreck and human life; and having thus placed their ideas before the Board of Trade, they feel that in so doing they have relieved themselves of all responsibility, in case of any future accidents, attended with either shipwreck or loss of life.

I am, &c.  
(signed) *Owen Armstrong,*  
*for Secretary.*

The Assistant Secretary,  
Harbour Department, Board of Trade,  
London.



— No. 11. —

(H. 5655.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,

1 August 1876.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 24th ultimo, further on the subject of the proposed beacon on the Muglins Rock, and, with reference to its second paragraph, I am to request that the Commissioners of Irish Lights will favour the Board with the names, dates, and circumstances of the 12 wrecks there alluded to.

I am, &amp;c.

(signed) *C. Cecil Trevor.*

The Secretary,  
Commissioners of Irish Lights.

— No. 12. —

(H. 6221.)

Commissioners of Irish Lights to Board of Trade.

Irish Lights Office, Westmoreland-street,

Dublin, 19 August 1876.

Sir,

I AM directed by the Commissioners of Irish Lights to acknowledge the receipt of your letter of the 1st instant, requesting to be furnished with the names, dates, and circumstances of the 12 wrecks stated to have occurred in the vicinity of the Muglins Rock, Dublin Bay.

In reply, I am to forward herewith, for the information of the Board of Trade, a letter received from Captain Hutchinson, R.N., who, for a period of upwards of 50 years, filled the position of Harbour Master at Kingstown, giving such particulars of the wrecks as lay in his power, together with a further letter from that gentleman, bringing to notice the more recent loss of the schooner "Favourite," in March 1876.

I am to add that, with a view to ascertaining the dates upon which the casualties occurred, the Commissioners caused a communication to be addressed to the Collector of Customs at this port, with the hope that, in his capacity as Receiver of Wreck, he might be able to afford the required information, but, as will be seen by the accompanying reply, he is unable to do so, except in three instances, the Collectors of Customs not being the Receivers of Wreck prior to 1855.

The enclosures being in original, I have to request they may be returned.

I am, &amp;c.

(signed) *W. Lees, Secretary.*

The Assistant Secretary,  
Harbour Department, Board of Trade.

Enclosure 1, in No. 12.

Sir,

Kingstown, 18 February 1873.

I BEG to acknowledge the receipt of your letter of the 12th instant relative to my suggestion on the desirability of placing a lighthouse on the Muglins Rock, Dublin Bay. I shall have much pleasure in affording the Commissioners of Irish Lights all the information in my recollection, from a long residence in the locality.

Unfortunately the names of vessels, their tonnage, and the year the wrecks took place were not recorded by me.

## CORRESPONDENCE RELATIVE TO A BEACON

1. The first was that of a schooner laden with bar iron, which struck at night on the south side of Muglins, and sunk on the ledge at that side. Mr. G. Drever, Commissioner of Ballast Office, also Agent for Lloyd's, employed me to superintend the recovery of some part of the cargo on low tides.

2. The next was a steamer from Cork; she run stem on, and stove-in her bow, and she was fortunately built in compartments, and was got off.

3. The third case was a most providential escape. The Kish Lightship, in a violent E.S.E. gale, during the night drove on the Muglins, and brought up so close, that at daylight seeing her dangerous proximity, I went out in a pilot-boat; her stern was so near I had only space to pass between her and the rock, as it was necessary to speak the vessel.

4. The last case in my recollection was a small sloop wrecked against the Muglins; the crew of two men climbed up on the rock and were saved; their vessel sunk.

I consider a light on the Muglins would be a fine guide for ships that would come into the Bay, through the channel indicated on the chart, by lightship at Codling Bank, showing a wide passage of three miles between it and India Bank, with great depth of water, and I am surprised pilots do not use this course with south winds.

If a lighthouse was fixed on this rock, in fogs a steam whistle placed there would be a vast service to the mail steamers that grope about the Bay to ascertain their position and the entrance of Kingstown Harbour.

I have, &c.

(signed) *Wm. Hutchison*, Commander R. N.  
(H.M. Harbour Master).

Wm. Lees, Esq.

*P. S.*—Denis Mooney, late master of pilot-boat, and pilot forty years, remembers seven vessels striking the Muglins.

Two Wexford vessels struck; were lost.

One brig from Cumberland struck and lost; he was one of life-boat's crew who took the crew from her.

A steamer struck and foundered.

A vessel struck and lost her forefoot.

One trawler from Ringsend struck and was lost.

A schooner four years since was lost.

## Enclosure 2, in No. 12.

Sir,

Kingstown, 22 March 1876.

I BEG to report another wreck on the Muglins Rock on last night at 10 o'clock. Her name is the "Favorite," of Wexford, 74 tons, laden with malt. The vessel has sunk; crew of five men saved. The weather moderate and clear. Wind, W.S.W.

Yours, &c.

W. Lees, Esq.

(signed) *Wm. Hutchison*.

## Enclosure 3, in No. 12.

Sir,

Custom House, Dublin, 18 August 1876.

WITH reference to your letter of the 10th instant, No. 1948, I beg to inform you that Collectors of Customs were not Receivers of Wreck prior to 1855, and that the depositions respecting loss of ships made here from that year to April 1867 cannot be traced.

The particulars of those made since the latter date, so far as they relate to the vicinity of the Muglins Rock, are enclosed; but as a deposition is not made in every case of wreck, and a register of such cases is not kept at the port, I would suggest a reference on the subject of your inquiry to the Board of Trade, who have a "Wreck Register" compiled from the reports of the Coast Guard and Customs officers.

I am, &c.

The Secretary,  
Office of Irish Lght.

(signed) *D. Colquhoun*,  
Receiver of Wreck.

## Enclosure 4, in No. 12.

RETURN of WRECKS which have occurred in the vicinity of the MUGLINS ROCK, and which can be traced in the Wreck Records at the Port of *Dublin* (from April 1867 to this date).

Name of Vessel, and Where of.	Date of Casualty.	CIRCUMSTANCES.
"Betsy," of Falmouth -	30 Dec. 1869	Voyage from Penrhyn to Waterford; cargo, manure.—A gale from S.S.W. made her run for Kingstown Harbour; weather thick and hazy. Made Wicklow Head Light at 4 p.m., and at 9 p.m. the "look-out" shouted "rocks ahead"; ported helm, but vessel immediately struck Muglins Rock, and sank in deep water; crew saved in own boat.
"Adoram," of Aberystwith	18 Mar. 1874	Voyage from Faversham to Dublin; cargo, cement.—Weather thick; fresh breeze from W., flood tide; vessel heading N.N.W.; saw Bailey Light about 7 miles distant; took soundings at 11.45 p.m., and found 18 fathoms; weather cloudy; heavy rain, and light as well as land invisible. Vessel struck on the south point of Muglins Rock, and became a total wreck; crew saved in ship's boat.
"Favorite," of Wexford -	20 Mar. 1876	Voyage from Wexford to Dublin; cargo, malt.—Weather fine; light breeze from W.S.W. When arrived off Killiney Bay, at 9.30 p.m., master gave charge of vessel to pilot, and after showing him the Kish, Bailey, and Poolbeg Lights, left the deck. At 10 p.m. vessel struck on south-west side of Muglins Rock, and became a total wreck; crew saved in ship's boat.

Custom House, Dublin,  
18 August 1876.

## — No. 13. —

(H. 6221.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.

4 September 1876.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 19th ultimo, enclosing, in reply to the letter from this department of the 1st ultimo, further particulars with reference to casualties at the Muglins Rock.

The Board now desire me to state that they are advised that the proposed beacon would not be of any material service in the prevention of casualties, inasmuch as the Muglins Rock is not a low rock, but stands 30 feet above high water of spring tides, and is steep on its seaward side.

It would appear, therefore, that if such an object is not already sufficiently visible, no appreciable increase of visibility would be conferred on it by a beacon.

The Board would also observe that the Muglins is situated close to several lights; only five miles from the Kish floating light, five and a quarter from Howth Bailey, and but two and a half miles from Kingstown.

As regards, however, the latter light, which is cut off about two-thirds of a mile outside the Muglins, to clear it, the Board would suggest, for the consideration of the Commissioners of Irish Lights, that it would be a great improvement, and would do much towards the prevention of casualties in this vicinity, if instead of the present arrangement, which the Board regards as objectionable, a



strong sector of fixed light were thrown from Kingstown Light a half-mile or one third of a mile outside the Muglins to the land's end.

Adverting to the proposal which had presented itself to the Commissioners to place a lighthouse on the rock, I am to observe that even a small lighthouse in such a position (which would be a rock station) would be costly, and that the circumstances do not seem to warrant the expense. The omission of the Commissioners to bring forward the subject, prior to the communication of Admiral Sir Walter Tarleton, would lead to the conclusion that they themselves then entertained a similar view.

The Secretary,  
Commissioners of Irish Lights.

I am, &c.  
(signed) *Henry G. Calcraft.*

— No. 14. —

(H. 1321.)

Commissioners of Irish Lights to Board of Trade.

Irish Lights Office, Westmoreland-street,  
Dublin, 12 February 1877.

Sir,

WITH reference to previous correspondence on subject of marking the Muglins Rock, but more particularly to the suggestion contained in your letter of the 4th September 1876, that such should be effected by throwing a strong sector of fixed light from Kingstown East Lighthouse, a half mile or one-third of a mile outside the Muglins, to the land's end, I am directed by the Commissioners of Irish Lights to forward herewith, for the information of the Board of Trade, copy of a report by the Inspector of Lights, also copy of one by the engineer to whom the subject was referred, from which it will be observed that those officers have stated that the suggestion of the Board of Trade can be carried into effect without raising upon the present tower on Kingstown East Pier, but that it will necessitate the substitution of a 3rd Order Dioptric apparatus for the present catoptric apparatus, the cost of which Mr. Sloane estimates approximately at 650 *l.*

The Commissioners of Irish Lights, however, desire me to again express their decided opinion that, even if this mode of marking the Muglins by night is carried into effect, it will still be necessary that a beacon of the size already pressed for in our letter of the 24th July last, should be erected on the rock to mark it by day.

The Assistant Secretary,  
Harbour Department, Board of Trade.

I am, &c.  
(signed) *W. Lees,*  
Secretary.

Enclosure 1, in No. 14.

Irish Lights Office, Westmoreland-street,  
Dublin, 1 February 1877.

Sir,

IN compliance with the Board's order dated 12th ultimo, I proceeded to Kingstown East Lighthouse, and have also consulted with Mr. Sloane, and am still of opinion that, with the present arrangement of lighting at that station, the proposed red light cannot be effectually thrown over the Muglins, as stated in my report of the 10th January, as the lights would necessarily be so close to each other that they will blind; and Mr. Sloane and I are of opinion that to effectually carry my proposal out, it is not essential to raise the tower, but it would be necessary to replace the revolving catoptric light now exhibited there, by a dioptric light of the third order, making it quick intermittent, about five seconds bright and two dark, and from the present limit round north to a bearing from the lighthouse of S. E. by S.  $\frac{1}{4}$  S., a quarter of a mile outside the Muglins, the light to be outside white, and from that bearing into the land red.

The Secretary,  
Commissioners of Irish Lights.

I am, &c.  
(signed) *George Digby Morant,*  
Inspector of Lights.

## Enclosure 2, in No. 14.

Irish Lights Office, Westmoreland-street,  
Dublin, 1 February 1877.

Sir,

WITH reference to alteration of lights of the East Pier of Kingstown Harbour, so as to have a sector of coloured light in a certain azimuth in direction of the Muglins Rock, I beg to report that it is possible to have a distinctive light from the lantern on the east pier without raising the tower, by substituting a 3rd order dioptric light for the present catoptric, having a screen of red glass with vertical prisms to intensify and cut the light sharply in the required direction. The main apparatus may be either of the kind known as intermittent, or scintillating (Fanal scintillation in the French lights), easily actuated by simple clock work, and not interfering with the red sector.

The cost would be about,

	£.	s.	d.
For main apparatus, 3rd order - - - -	350	-	-
Ditto, red sector - - - -	50	-	-
Ditto, temporary light - - - -	150	-	-
Carriage and erection - - - -	50	-	-
Contingencies - - - -	50	-	-
£.	650	-	-

Six hundred and fifty pounds.

The Secretary,  
Commissioners of Irish Lights.

I remain, &c.  
(signed) John S. Sloane,  
Engineer.

— No. 15. —

(H. 1321.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,

1 March 1877.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 12th ultimo, further on the subject of the marking of the Muglins Rock, in which you state that the estimated expense of carrying into effect the suggestion made in this Board's letter of the 4th September 1876, of marking the rock by a strong sector of light thrown from Kingstown East Lighthouse is 650*l.*, and add that the Commissioners are still of opinion that, even if this mode of marking the Muglins by night were adopted, it would still be necessary that a beacon, of the size and description already applied for, should be erected on the rock to mark it by day.

In reply, I am to acquaint you that, so far as marking the rock from the Kingstown East Lighthouse is concerned, the Board of Trade do not propose, looking to the large amount of Mr. Sloane's estimate, to take any further steps at present to carry out that idea.

With regard to the proposed beacon, I am to state that this Board are unable to concur in the recommendations of the Commissioners, and while prepared, as already stated, to sanction an inexpensive beacon for the object originally proposed, must decline, as at present advised, to sanction the erection of so costly a structure as that proposed by the Commissioners.

I am to add that, so far as the records in this office give information, there have been but three vessels reported as stranded on the Muglins Rock since the commencement of 1865.

The Secretary,  
Commissioners of Irish Lights.

I am, &c.  
(signed) T. H. Farrer.

— No. 16. —

(H. 1321.)

Board of Trade to Trinity House.

Board of Trade, Harbour Department,  
Whitehall Gardens, S.W.,  
1 March 1877.

Sir,

REFERRING to my letter of the 6th March 1876, conveying the statutory sanction of this Board to the placing of a beacon on the Muglins Rock, I am directed by the Board of Trade to acquaint you, for the information of the Corporation of Trinity House, that they have received from the Commissioners of Irish Lights a plan of the proposed beacon, together with an estimate which amounts to 309 £.

The Board of Trade, in agreeing to the erection of a beacon, intended merely that a simple and inexpensive mark should be placed on the rock, sufficient to distinguish it from the back-ground, and they have consequently declined to sanction the plan or estimate submitted to them.

The plan in question is herewith enclosed, and I am to request that you will move the Elder Brethren to cause this Board to be informed whether, in originally sanctioning a beacon on this rock, they had it in contemplation that a structure of the character now proposed should be erected in consequence of that sanction.

It is important to observe that the Admiralty chart and sailing directions give Muglins Rock in line with Dalkey Tower as the mark for clearing the south end of Burford Bank, which is distant about three miles from the former, and as it is very improbable that such a mark would be given were it not generally available, and for which purpose it should be seen at a distance of nearly four miles, it must be evident that although it may be desirable to render it more conspicuous when used to clear the Burford Bank; yet a rock which stands 33 feet above high water, and can be used as a sea-mark at this distance, must of itself be sufficiently conspicuous for vessels to avoid it, while there is light to see it, and therefore the plea that an expensive beacon is required to mark it by day would appear to fall to the ground.

Considering, therefore, the purpose for which the application for a small obelisk or beacon was made, the Board of Trade suggested to the Commissioners the whitewashing of the Muglins Rock, or the placing of a disc of white glazed tiles, as an inexpensive expedient; a suggestion which, however, did not satisfy the Irish Lights Commissioners.

I am to request that the plan may be returned with your reply.

I am, &c.  
(signed) *T. H. Farrer.*

The Secretary, Trinity House.

— No. 17. —

(H. 2059.)

Trinity House to Board of Trade.

Trinity House, London, E.C.,  
6 March 1877.

Sir,

I AM directed to acknowledge the receipt of your letter dated 1st instant, referring to statutory sanction to the placing of a beacon on the Muglins Rock, Dublin Bay, and inquiring whether in giving the same the Elder Brethren had it in contemplation that a structure of the character which the Irish Commissioners have since proposed to the Board of Trade should be erected in consequence of that sanction; and in reply thereto I am to acquaint you that the terms of the proposal from the Irish Board were for "a moderate-sized plain beacon," and that in consenting thereto the Elder Brethren had it in mind to approve some mark which would assist the sailor to pick up the "Muglins," hold it in combination with Dalkey Tower at a distance which would allow it to be used as a clearing mark for Burford Bank.

The



The question of the least expensive way of doing this did not come before them, but it now occurs to them to suggest whether the alternative of a whitening of the rock or of an iron pole with a white disc on it might not be tried as an experiment, which, if successful, would enable the Irish Commissioners to dispense with a costlier structure.

The plan which accompanied your letter is returned herewith.

I am, &c.  
(signed) *Robin Allen.*

The Assistant Secretary,  
Harbour Department, Board of Trade.

— No. 18. —

(H. 2059.)

Board of Trade to Commissioners of Irish Lights.

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,  
7 March 1877.

Sir,

REFERRING to Mr. Farrer's letter to you of the 1st instant, respecting the proposed beacon on the Muglins Rock, I am directed by the Board of Trade to transmit to you, for the information of the Commissioners of Irish Lights, copy of a communication which they have received from the Corporation of Trinity House.

I am, &c.  
(signed) *C. Cecil Trevor.*

The Secretary,  
Commissioners of Irish Lights, Dublin.

— No. 19. —

Commissioners of Irish Lights to Board of Trade.

(H. 2276.)

Irish Lights Office, Westmoreland-street,  
Dublin, 12 March 1877.

Sir,

I AM instructed by the Commissioners of Irish Lights to acknowledge the receipt of your letter of the 7th instant, enclosing copy of a letter addressed by the Trinity House to the Board of Trade, in further reference to the proposed marking of the Muglins Rock, Dublin Bay, and to acquaint you, for the information of the Board of Trade that, although the Commissioners have carefully considered the letter of the Elder Brethren, the suggestions therein contained do not in any way lead them to alter the opinion they have already expressed upon this subject.

I am, &c.  
(signed) *W. Lees,*  
Secretary.

The Assistant Secretary,  
Harbour Department, Board of Trade.

— No. 20. —

Commissioners of Irish Lights to Board of Trade.

(H. 2277.)

Irish Lights Office, Westmoreland-street,  
Dublin, 12 March 1877.

Sir,

I AM directed by the Commissioners of Irish Lights to acknowledge the receipt of your letter of the 1st instant, in reference to the marking of the

Muglins Rock, and stating, that looking to the large amount of Mr. Sloane's estimate, the Board of Trade do not propose to take any further steps at present in marking the rock from Kingstown East Lighthouse, but are still prepared to sanction an inexpensive beacon for the object originally proposed.

In reply I am directed to forward herewith copy of a report by the Inspector of Lights on a perusal of the entire correspondence which has taken place on this subject, and which has been approved by the Board; and to state, that as the Commissioners of Irish Lights do not consider that any beacon of less dimensions than those suggested in my letter of the 11th May 1876 would meet the requirements of the case, they feel that the marking of the Muglins must remain in abeyance, and in the event of further casualties occurring through the want of a proper distinguishing mark on the rock, the entire responsibility must rest with the Board of Trade.

In conclusion, I am to request that you will call the attention of the Board of Trade to the statement made in the Inspector's report regarding the height of the Muglins, by which it will be observed that the highest point of the rock is but 18 feet above high water springs, and not 30 feet, as stated in your letter of the 4th September last.

I am, &c.  
(signed) *W. Lees,*  
Secretary.

The Assistant Secretary,  
Harbour Department, Board of Trade.

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Enclosure in No. 20.

Sir,

Irish Lights Office, Dublin, 5 March 1877.

IN compliance with Board's order, dated 2nd instant, I have gone through the whole correspondence again with reference to the better marking of the Muglins Rock, commencing February 1873, and continuing at intervals up to the receipt of the Board of Trade's letter, dated 1st instant.

I am of opinion that the best means of marking this danger would be by placing a light on it, but as this is considered too expensive an undertaking, I think that the Board of Trade's proposal, in their letter of the 4th September last, as to throwing a red light from outside the Muglins to the land from the Kingstown East Lighthouse, and in which suggestion I concurred (*vide* my reports, dated 10th January and 1st February, and which was also recommended by the Commissioners in their letter of the 12th ultimo), is a very good substitute, provided it is efficiently done, which apparently would entail a cost of 650*l.*, an expenditure that the Board of Trade are seemingly unwilling to sanction. With regard to the beacon that it has been proposed to erect, I am still of opinion that it is necessary. As to size, the Board of Trade are seemingly under the impression that these rocks are 30 feet above high water spring tides, whereas the highest point of them is only 18 feet above high water.

I consider the one of the dimensions the Commissioners have decided on, 23 feet high and 12 feet diameter at the base, is as small as would be useful; as I may here observe that though the erection of a small beacon was again brought under the Commissioners' notice by Sir Walter Tarleton, when in command of the Reserve Squadron, for the purpose of readily defining the marks for clearing the Burford Bank; this has not been the only object contemplated in erecting this beacon, as it is considered desirable also for vessels coming up from the southward (inside the banks) in thick weather, to enable them to make it out when the rocks might not be seen; and this is not my own opinion only, but that of others whom I have consulted with, whose opinion and actual experience on this subject is worth consideration.

I am aware that a makeshift red light could be thrown over the Muglins, with the present arrangement of light, by putting a small lightbox out on the balcony of the tower of Kingstown East Lighthouse, but such an arrangement would not really be efficient in thick weather, and therefore scarcely in keeping with the other lighthouse establishments around the coast of Ireland.

The Secretary,  
Commissioners of Irish Lights.

I remain, &c.  
(signed) *Geo. Digby Morant,*  
Inspector of Lights.

— No. 21. —

Board of Trade to Commissioners of Irish Lights.

(H. 2277.)

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,  
20 March 1877.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letters of the 12th instant further on the subject of the marking of the Muglins Rock.

In the first place I am to state that the Board at once admit the accuracy of Captain Morant's statement as to the height of the rock, and the error into which they have been inadvertently led by confusing the chart of "Dublin Bay, No. 1415" with the chart of "Ireland, Sheet 16 (Wicklow to Dublin), No. 1467," the former of which gives heights above low water and the latter above high water, and also by the fact that usually on Admiralty charts "figures on the land show the height above high water in feet."

The Board are quite content to take the height of the rock as 33 feet above low water, and (allowing for an average rise of 13 feet for a spring tide) as 20 feet above high water, which gives 26½ feet above mean sea level.

On the main question which has been under discussion I am directed to observe that, from a review of the whole correspondence, it appears that three modes of marking this rock have been mentioned either directly or indirectly, viz.:—

- (1) By erecting a lighthouse on the rock.
- (2) By throwing a light on to the rock from Kingstown Pier.
- (3) By erecting a beacon.

With regard to a lighthouse on the rock, the vicinity of Kingstown, Kish, and Howth Bailey Lights has probably prevented the Commissioners from making any proposal, and may probably prevent the Trinity House from sanctioning it; but any proposition when put forward in the ordinary course will receive due consideration.

With regard to a light to be thrown on to the rock from another spot, no proposal has as yet been made by the Commissioners to the Corporation of Trinity House in the usual statutory manner; in the event of the Elder Brethren making such a proposal to this Department the Board of Trade will be prepared to give it attentive consideration.

With regard to a beacon, the Board of Trade have no desire to avoid the responsibility of declining to sanction unnecessary expenditure in erecting a large beacon (which may be of dimensions sufficient to be converted hereafter into a lighthouse tower) when, in the opinion both of their own naval adviser, and also of a Board entirely composed of such experienced practical seamen as the Elder Brethren, a much smaller and less expensive beacon would be sufficient for the purpose of clearing Burford Bank, which was the object originally proposed.

The Board of Trade are the more confirmed in their views on this point by observing that all the three casualties cited in the Return furnished by the Commissioners in their letter of the 19th August 1876, occurred at night, when no beacon could have been of any assistance, and also by the fact that no complaint or request for a beacon, has, so far as this Board have been informed, been made by the Trade who contribute to the Mercantile Marine Fund; the only application being from the Admiral recently in command of the Reserve Squadron of Her Majesty's ships, who do not contribute to that fund.

I am, &c.  
(signed) C. Cecil Trevor.

The Secretary,  
Commissioners of Irish Lights.



DUBLIN BAY (MUGLINS ROCK).

COPY of CORRESPONDENCE between the Board of Trade and the Commissioners of Irish Lights or the Corporation of Trinity House, in reference to the Necessity of a BRACON on the MUGLINS ROCK, at the Southern Entrance to DUBLIN BAY.

(*Mr Sullivan.*)

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*Ordered, by The House of Commons, to be Printed,  
8 March 1877.*

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RETURN to an Order of the Honourable The House of Commons,  
dated 19 July 1877;—for,

COPY

OF

CORRESPONDENCE AND PAPERS

RELATING TO

HOSPITALS FOR BRITISH SEAMEN

IN

FOREIGN PORTS.

Board of Trade, }  
19 July 1877. }

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T. H. FARRER.

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(*Mr. Edward Stanhope.*)

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*Ordered, by The House of Commons, to be Printed,*  
*19 July 1877.*

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MEMORANDUM  
RELATING TO  
HOSPITALS FOR BRITISH SEAMEN  
IN  
FOREIGN PORTS.

(M. 7971.)

1. At some of the ports in the world there is a hospital tax. Sometimes it is for the hospital established in the port by the government of the country, sometimes for a hospital established by the foreign residents, or by a foreign government, either because there is no native hospital, or because the accommodation in the native hospital is insufficient or bad.

2. The principle of supporting by a tax hospitals in foreign ports for the treatment of the seamen belonging to the ships which frequent them has its advantages. By a payment which is not onerous the maintenance of the hospital is assured, and there is no temptation either for masters or seamen to neglect cases of illness for fear of the charges, which are often very heavy.

3. At ports where no hospital tax is levied on shipping, and where the medical charges are paid by the ships or seamen, there exists in the case of the master the temptation to neglect cases of illness, as the law throws upon the ship the cost of medical expenses of seamen removed from the ship temporarily, or when injured in its service. In the case of the seaman it also exists (though perhaps not to the same extent), as if left behind through illness he has to pay his medical expenses out of his wages.

4. The ports abroad may be divided into :

- (1.) Ports where there is no hospital for seamen.
- (2.) Ports where there is a native hospital for seamen.
- (3.) Ports where the hospital used by foreign seamen is a foreign hospital.

(1.) *Ports where there is no Hospital for Seamen.*—At these ports the medical attendance for seamen is limited to private practice, the charges are often heavy, and the skill of the practitioner uncertain. Though small ports, they are often frequented by a considerable number of British ships, and as they rise in importance require hospital accommodation for seamen, which can only be supplied by private enterprise, or the exertions of foreign residents, and the shipping which frequents the port.

(2.) *Ports where there is a native Hospital for Seamen.*—These hospitals in semi-civilised countries are sometimes unfit for British seamen. The reasons for this are many, among which (in the case of South America) may be mentioned the general ignorance of the medical practitioners, and their special ignorance of the constitution of foreigners, the diet (which is often only suitable to natives), and the religious bigotry of the directors. In cases where South American Governments levy taxes on British shipping for a native hospital, they have in more than one case expressed their willingness to resign them on a British hospital being set up, but they will not collect the tax for the British hospital.

(3.) *Ports where the Hospital used by Foreign Seamen is a Foreign Hospital.*—At a few ports there are hospitals more or less under the protection of the British Government. At many of these places a tax has



been levied, and it succeeds admirably. Throughout the Ottoman Empire, where Her Majesty has jurisdiction, the British Government can establish hospitals, and levy a tax for their support. This has been done with success at Smyrna and Constantinople. No complaint has ever been received either of the burthen of the tax or of the inadequacy of the hospital accommodation at these ports, and the financial results have been satisfactory.

5. At other places, such as Cronstadt, Monte Video, Buenos Ayres, and Pernambuco, where Her Majesty has no power to levy taxes, a system of voluntary taxation has been tried, with varying success. At Cronstadt and at Buenos Ayres it has been successful; at the first place through the efforts of the merchants and shipmasters, aided by contributions from Her Majesty's Government, and the labours of the committee and the consuls. At Buenos Ayres the hospital has been a success, but not on account of the voluntary tax, but the benevolent spirit of the residents. Large sums have been subscribed, and the hospital may be considered as a well-endowed charity.

6. It is evident, however, that such institutions should not be mainly charitable, but should be, at all events, self-supporting in relation to seamen left from foreign ships, and it is a fact that they must be self-supporting in most places to exist at all.

7. At Monte Video, where the foreign residents, though not less benevolent than those at Buenos Ayres, are neither so numerous nor so flourishing, the hospital was a failure. It was found there, as at Pernambuco, that as soon as it was known that the tax was voluntary, the worse class of masters refused to pay, and the better class who paid were not sufficient to assure it a proper income, so that it fell into insolvency, from which it was relieved by its debts being paid in 1873 by Her Majesty's Government, since when, it has been continued on the self-supporting principle, viz., of charging a sufficient sum per head for each person treated, but this system is liable to the objections previously mentioned, viz., that there is a temptation to neglect cases of illness for fear of the cost, and in a place of such fluctuations in trade and prices, it is almost impossible to fix a certain remunerative price, all calculations being liable to be upset by a revolution, or by a stoppage of credit.

8. The voluntary system may therefore be said to have failed, for the cases of Cronstadt and Buenos Ayres are altogether exceptional, the one tax being practically compulsory, and the other being only an auxiliary to its funds.

The self-supporting principle without some guaranteed income as from a tax is uncertain of success.

The system of taxation is fair, not onerous, and has been found successful where there is power to levy it compulsorily.

It seems, therefore, a matter for serious consideration whether power for Her Majesty's Government to levy such taxes should not be obtained to meet such difficulties as those now existing at Pernambuco and Rio de Janeiro.

W. C. M.

## CORRESPONDENCE AND PAPERS

RELATING TO

## HOSPITALS FOR BRITISH SEAMEN

IN

## FOREIGN PORTS.

## CALLAO.

Callao.

— No. 1. —

(M. 4388.)

Her Majesty's Consul, Callao, to Board of Trade.

British Consulate, Callao,  
12 April 1869.

Sir,

A BRITISH HOSPITAL was established at Callao in the month of April 1865, by the Pacific Steam Navigation Company, for the treatment of the sick seamen and factory-men in its service. On the company's representation, both the Admiralty and the Board of Trade agreed to send seamen from ships of war and merchant vessels at Callao, when in want of treatment, to this hospital. The rate was originally established at 4 s. 6 d. per man per day; but from the month of October 1867 the rate was increased, with the consent of the Board of Trade, as far as merchant seamen were concerned, to 5 s. 6 d. per man per day. This rate is payable by the ships, whilst in port; by the seamen, when left behind, to the extent of their balance of wages; and by the Board of Trade, for the amount of charge in excess of such balance of wages.

On the 29th October 1868 the Legislature of Peru promulgated a law for providing a revenue for the support of the Hospital of the Beneficent Society of the Province of Callao, which, amongst other enactments, established a tax, payable half-yearly, of four cents per ton on all national and foreign merchant vessels entering the port of Callao, on the understanding that the seamen of such vessels should be treated in the hospital free of charge.

A representation was made against the imposition of this tax by the masters of some British merchant ships, and by the Pacific Steam Navigation Company, who had established their own hospital at a considerable expense; but the tax has been, and is likely to continue to be, enforced, Her Majesty's Chargé d'Affaires at Lima having informed me that, under date of the 9th instant, the Government had declined to remit it in favour of the British mercantile marine.

The tax falls somewhat heavily on British ships, most of which generally stay but a few days at Callao, either on their arrival from abroad, or on their return from the Chincha Islands. As they almost invariably discharge their sick seamen on both occasions, they have hitherto paid a very small portion of the hospital charges, which have, on the other hand, weighed heavily on the seamen, whose wages have, in the majority of cases, been swallowed up, and on the Board of Trade, which has had some patients on charge for many months.

An anomalous state of things exists at present; for whilst the ships are bound to pay the tax for the native hospital, the seamen who are discharged sick are paying, to the extent of their hardly-earned wages, the high rate of 5 s. 6 d. per day for treatment in the British hospital, and the Board of Trade is called upon to meet the heavy additional charges incurred.



Callao.

Under these circumstances, I have the honour to request that I may be instructed as to whether seamen ought to continue to be sent to the British hospital, or whether they should be allowed to avail themselves of the treatment, free of charge, in the hospital of the country.

A few seamen, objecting to the charge, have positively refused to go to the British hospital, and have, on being discharged from the native hospital, received their full balance of wages.

It is doubtful whether the situation of this hospital and the internal arrangements are equal to those of the British hospital, whilst the control of the British naval authorities could not be exercised to the same extent over the former as it has been over the latter. The men who have been in the native hospital, however, speak very favourably of their treatment, and the mercantile marine of other nations appear to be perfectly satisfied with it.

In connection with this subject, I would further request to be instructed whether sick seamen sent to hospital from ships proceeding to the Chincha Islands might not legally be retained on the articles, and sent to rejoin their ships on recovery. The run down to the Chincha Islands, or the run back to Callao, cannot in any way be looked upon as a distinct voyage; the islands are merely a loading-ground, and are not open to foreign commerce, but are under the custom-house jurisdiction of Callao, where ships have to be entered before proceeding to take in their cargo, and where they must return when loaded to clear for their return voyage.

If the men were sent to the native hospital, such an arrangement would be of great advantage to the ships, which would thus be enabled to retain their original crews without any charge for treatment, whilst the men themselves would be protected from that class which preys upon them when discharged with a balance of wages in hand, or the prospect of a large advance on re-engagement.

The Assistant Secretary,  
Marine Department, Board of Trade.

I have, &c.  
(signed) C. A. Henderson.

— No. 2. —

(M. 4388.)

Board of Trade to Her Majesty's Consul, Callao.

Board of Trade, Whitehall Gardens,  
11 June 1869.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your Despatch of the 12th April last, relating to the hospital established by the Peruvian Government at the port of Callao, and the refusal of that Government to remit the tax levied for its support in the case of British vessels, which have hitherto sent their sick seamen to the British hospital established by the Pacific Steam Navigation Company.

It is stated by you that all vessels are taxed for the support of the Peruvian hospital, whether they make use of it or not, and that while this is the case the seamen who are discharged are paying the high rate of 5 s. 6 d. a day out of their wages for treatment in the British hospital, and that the Board of Trade has to pay all expenses incurred after the wages are exhausted.

You also state that the men who have been in the Peruvian hospital speak very favourably of their treatment.

Under these circumstances, the Board of Trade think that there is not sufficient reason for continuing the present practice of sending British merchant seamen to the British hospital, and they desire me to request you to send such seamen as may be discharged sick at your port, after the date of receipt of this letter, to the Peruvian hospital instead of the British hospital, as heretofore.

Having regard, however, to the doubt expressed in your Despatch as to whether the situation and internal arrangements of this hospital are equal to those of the British hospital, and to the probability that the control of the British naval authorities cannot be exercised to the same extent over the former as it has been over the latter, I am to request you to watch carefully the interests of British seamen sent to the Peruvian hospital, and to report to this Board

from



from time to time, as may appear to you desirable, on the treatment which they receive there.

Callao.

I am to add that notice of the intended change has been given to the Pacific Steam Navigation Company.

With regard to your remarks respecting seamen left in hospital at Callao from ships about to proceed to the Chinchas, and intending to return shortly to Callao, I am to state that it appears very desirable that if there is any prospect of the men being fit to resume their duties on board after the return of their ships from the Chinchas, they should not be discharged from their ships till after such return, and the Board of Trade think that you would not be justified in sanctioning their discharge in such case except under very unusual circumstances.

Her Majesty's Consul, Callao.

I am, &c.  
(signed) *Thomas Gray.*

— No. 3. —

(M. 1755.)

Her Majesty's Consul, Callao, to Board of Trade.

British Consulate, Callao,  
4 January 1870.

Sir,  
I HAVE the honour to report that the British tonnage, which paid the half-yearly hospital tax at Callao, of four cents per ton, amounted, in the year 1869, to 204,369 tons.

This tax consequently amounted in the year to 8,174 soles 76 cents, which sum, at the current rate of exchange of 46½ pence per sol, is equivalent to 1,575 *l.* 6 *s.* 8 *d.*

The Assistant Secretary,  
Marine Department, Board of Trade.

I have, &c.  
(signed) *C. A. Henderson.*

— No. 4. —

(M. 10,975.)

Mr. *Monkhouse* to Board of Trade.

(Abridged.)

Sir,

Valparaiso, 9 November 1870.

IN accordance with my instructions, dated the 11th July last, I have proceeded to Callao and examined the questions relating to the two hospitals there.

As to the diet and medical attendance of patients, there can be no doubt that the British hospital was much superior to the native until the appointment of Dr. Roe to look after the interests of British seamen in the latter. In the native hospital, in its normal condition, little difference is made in the diet of different patients. Broth and boiled meat (good of their kind, but roughly cooked), rice, bread, tea, and coffee, is the almost universal fare for the patients, whether suffering from a bilious attack, fever, scurvy, or the gout.

Doctors visit the wards every morning, but their examination of the patients is brief and hurried. They are accompanied by the sister of charity who has charge of the ward, and who enters on the form, a copy of which is enclosed, the medicines, &c. which are prescribed. It will be seen that there are columns on this form for diet, but, as far as my experience goes, and I saw the patients examined eight or nine times, these columns are left blank. The visit to a ward of 20 patients takes about five to ten minutes.

It is only fair to state that it is not a convalescent hospital; ordinary patients are not kept after the acuteness of the attack is over, so that there is less need for stimulating, or strengthening diets.

The diseases of the country are few and well known, and the medical men of

Callao.

the hospital are no doubt fully competent to cure them; but I am given to understand that they have small knowledge of foreign constitutions and imported diseases.

In surgical instruments and appliances the native hospital is very deficient, and there has been more than one case where a patient suffering from a simple fracture would have been deformed if Doctor Roe had not called special attention to the case, and lent proper instruments and bandages for setting the limb.

Cases which require time and trouble, such as consumption and stricture, they refuse to treat in the native hospital.

In the British hospital the consular patients received very careful attention in medicine, surgery, and diet; and this hospital has the great advantage of obtaining all stores, including fresh meat, vegetables, and fruit, from those of the Pacific Steam Navigation Company, who have large depôts at Callao, and supply the hospital on the same terms as their own passenger steamers.

In the native hospital there is much difficulty in exercising any control over the consular patients. They can go when they like, and unless it were for the daily inspection of Doctor Roe, many of them would leave before they were well, and fall into the hands of crimps.

Most of the evils of the Peruvian hospital have been destroyed or mitigated by the exertions of Mr. Henderson, the consul, and Doctor Roe, the medical inspector. Seamen are not admitted without an order from the consulate, which keeps their wages and their effects until they come out. Doctor Roe inspects them daily, sees that they are not discharged before cure, that they do not stay in longer than necessary, and as far as possible that they do not discharge themselves. The result is that the crimps seldom get hold of them.

The net result of a careful comparison between the two hospitals as they now exist is as follows:—

1. The rate of mortality is about even.
2. The average stay in hospital is rather less in the native than in the British.
3. Men, except in the matter of attendance in the daytime, are not so comfortable in the native hospital as in the British.
4. Some diseases, such as stricture, are not treated at all in the native hospital, and the men have to be sent home for cure. This reduces the averages of 1 and 2.
5. Surgical cases are not so skilfully or carefully treated in the native hospital.
6. Men are not discharged in such strong health from the native hospital, partly from the want of strengthening diet, partly from the debilitating effects of the atmosphere and tertiana, and partly because they will not keep men who are incurable or convalescent. This also reduces the averages of 1 and 2.

On the whole, the British hospital is a first-class hospital for a foreign port; and the native hospital, though inferior, is still a good hospital, and the consular patients, through the supervision of Doctor Roe, are better attended than any of the other patients in it. It is also improving, and with continued judicious supervision will, I believe, still improve, as the authorities are well-disposed and anxious to meet our requirements, if possible.

At the same time I think it right to state my opinion that this supervision is very desirable, and cannot be looked upon as a temporary expedient.

There is therefore, I think, little reason to be dissatisfied with the present state of the Peruvian hospital, but still, if it were a question only of which is the better for the treatment of British seamen, there could be no doubt that the British hospital should have the preference.

It is difficult to judge whether to regret, or not, the step taken by the Peruvian Government, which has imported another consideration into the matter, and entirely changed the position of the British hospital with reference to British seamen of the merchant service.

By the imposition of a tax upon shipping to support the native hospital, the Peruvian Government at once made impossible the maintenance of the British hospital on its old footing.

The



The Board of Trade only hastened, and that only a little, the inevitable result, by directing that the consular patients should be sent to the native hospital. The law imposing the tax came into effect on the 29th October 1868. The consular patients were not sent to the native hospital before 8th July 1869. Almost as soon as the law was passed, the numbers in the Company's hospital began to decrease. At the end of March 1869 there were only 19 men in the medical charge of the Company, many of whom were the Company's employés, suffering from yellow fever. Masters who had to pay the tax would not send to the British hospital men for whom they or their owners might have to pay. Men who had wages due refused to go to a hospital where they had to pay, when they could go to another which was free.

It is therefore, I think, not a matter of opinion, but of fact ; that the British hospital can never be re-established on its old footing. Supposing that upon the representation of Her Majesty's Government the Peruvian Government agreed to remit the tax as far as British ships are concerned, the Board of Trade would not only lay themselves open to a claim for compensation from the native hospital for improvements, but would be assuming the responsibility of reimposing a heavy burden upon the wages of seamen ; and this would be against the expressed will of the seamen themselves, who have had the choice, and distinctly preferred going to an inferior hospital to paying for a better.

If the British hospital is to be re-established as a place for the treatment of seamen of the British merchant service, it must, I think, be as a free hospital ; and I see no other means of providing the income necessary for this than by the application of the tax on British shipping which now goes to the support of the native hospital. An arrangement of this kind has, as you are aware, been allowed in a somewhat similar case by the Monte Videan Government.

It would practically result, I think, in this, that the British Government would have to purchase the hospital from the Company, and administer the funds themselves ; and the hospital would have to be established on the same principle as that at Monte Video, viz., under the Act 6 Geo. 4, c. 87, a principle which is at variance with the spirit of the present law with regard to distressed seamen.

I have, &c.

(signed) W. Cosmo Monkhouse.

The Assistant Secretary,  
Marine Department, Board of Trade.

Enclosure in No. 4.

Hospital de Guadalupe—Departamento del Doctor \_\_\_\_\_

Visita del dia \_\_\_\_\_ de \_\_\_\_\_ de 187 \_\_\_\_\_  
Num. de Enfermos.

Núm. de la Cama.	PRESCRIPCION DE MEDICAMENTOS.			PRESCRIPCION DE ALIMENTOS.									
	Tisanas.	Internos.	Externos.	Líquidos.				Sólidos.				Sobre-Raciones.	
				Panet.	Caldos.	Chuno.	Leche.	1a. Racion.	2a. Racion.	3a. Racion.	4a. Racion.		



Callao.

— No. 5. —

(M. 3282.)

Dr. *Watson* to Board of Trade.

REPORT upon the Hospital de la Beneficencia for the Quarter ending  
31st December 1876.

Sir,

I HAVE the honour to exhibit herein the results of the treatment of sick seamen from British merchant vessels, in the Hospital de la Beneficencia, for the quarter ending 31st December 1876.

During the three months there were treated 50 patients, of whom 31 or 62 per cent. were cured; 10 or 20 per cent. were invalided; 2 or 4 per cent. were relieved; 1 or 2 per cent. deserted; and 6 or 12 per cent. remained for further treatment at the end of the quarter.

There has not been a death to record during the quarter, and no epidemic of any kind has prevailed in the hospital. Among the classified cases of diseases, syphilis has contributed 11 cases; accidents, 11 cases; fever, 3 cases; rheumatism, 3 cases; ulcers of the legs, 3 cases; disease of the lungs, 3 cases; and 2 cases of diarrhœa; the remaining cases were unclassified.

During the quarter, the Hospital de la Beneficencia was inspected by Commander Rice, of Her Majesty's ship "Albatross," and Staff-Surgeon Patullo, of same ship, accompanied by Fleet Surgeon Hoggan, of Her Majesty's ship (flag) "Repulse," and your medical inspector. Admiral DeHorsey also paid an unofficial visit to the institution.

The condition of the hospital has, during the quarter, been always excellent in point of ventilation and cleanliness, and the kindness and care bestowed upon the sick by the sisters of mercy unremitting.

Mr. March, Her Majesty's Consul, takes great interest in the welfare of our sick seamen, and I have constantly to thank him for his assistance and advice.

Callao, 16 January 1877.

*James J. Watson.*

Valparaiso.

## VALPARAISO.

— No. 1. —

(M. 6281.)

Her Majesty's Consul, Valparaiso, to Board of Trade.

Sir,

Valparaiso, 24 May 1870.

I HAVE the honour to reply to the letter from your department conveying, by direction of the Board of Trade, the information that, in consequence of a new Peruvian law requiring all tonnage to pay a tax of twopence a ton for the support of the Peruvian hospital, it had become a question whether the distressed British seamen at Callao, under the Consul's charge, should be sent to the Peruvian hospital, instead of, as hitherto, to that established by the Pacific Steam Navigation Company, and the desire of their Lordships to learn whether any similar tax on British shipping exists at Valparaiso.

In consequence of the loss by fire, as you are aware, of the archives of this consulate, and of a difficulty experienced in procuring exact information from other quarters, it is only now that I can transmit herewith, for the information of their Lordships, the copies and translations of a law of this Republic, dated 15th September 1865; and of a Decree, explaining that law, which was issued by the President of Chile on the 1st of April 1867.

From these papers it will be seen that, since the 1st of January 1866, a duty of ten cents. currency (at four shillings per dollar equal to 4<sup>s</sup>/<sub>10</sub> pence sterling) for each register ton of the burthen, is, once in each year, levied on vessels entering

entering a "Chilian port open to foreign trade," and applied for the benefit of the Chilian hospital in that port, or chief town of the district; but that those vessels which shall have satisfied this duty in one port, and may afterwards in the course of the same year enter another, are exempted from paying it a second time; whilst vessels of war and transports, vessels of a burthen less than that of 25 register tons, whalers, and vessels by distress compelled to put in, are all exempted from payment of the duty.

Inferring from your letter that it may also become a question whether distressed British seamen at *Valparaiso* under consular charge should be sent to the *Chilian* hospital, instead of, as at present, to the one which is established here by Dr. George Frederick Cooper, and having regard as well to the interests of the public service as to the welfare of British seamen, I take the liberty of requesting you will lay before their Lordships the following respectful observations.

It is certainly very natural to expect that if a tax be levied on foreign ships for the benefit of a native hospital, the seamen of those ships, when requiring medical care, should be admitted free of charge.

But it would be easy for the native Government, by re-establishing the tonnage-duty, as it formerly existed, with its produce applied towards the general necessities of the Republic, and in another shape supporting its hospital, to excuse itself from taking care of seamen belonging to a foreign State.

Apart, however, from this consideration, I may mention that the *Valparaiso* hospital (maintained chiefly by public charity) is placed in the lowest and most unhealthy part of the town. It is always so fearfully overcrowded that only with the greatest difficulty is it that even the native sick can in general be accommodated, so much so, that it is the very severe cases which alone are usually admitted. The internal management, as well as the care of the patients, is entirely in the hands of Roman Catholic sisters of charity, whose religious zeal, if experience of other establishments may be referred to, might lead us to fear that Protestant seamen, refusing pious exhortations to become converts, will frequently be neglected.

The medical men, excepting one Frenchman, are all Chilians, none of whom can speak a word of English; and although even lately English and American surgeons here have endeavoured to be placed on the staff of the hospital, they have been assured that no application on their part would be successful, because great objections prevailed against the admission of foreign medical men.

Invalids from ships belonging to the German Confederation, to Denmark, Sweden and Norway, are not sent by their respective consuls to the town hospital, but to that of Dr. Cooper, or to a private one, under inspection of the United States' Consul.

In like manner the French and American Consuls have special hospitals for their own sick, and it may be added that this special hospital for French seamen is maintained, notwithstanding that the French surgeon of the native hospital is also its director.

Then, again, there is a benevolent society for many years established here for the relief of distressed British subjects not seamen, which is supported entirely by the voluntary subscriptions of the British residents, at a cost of at least 600 £ sterling per annum; and, so far from wishing to save expense by claiming admission free, or at a stipulated reduced rate, into the native hospital, the committee place all their invalids in the establishment of Dr. Cooper.

I am unable, from any papers in my possession, to furnish you with correct statistics for years past of the British consular patients; but, from the accounts periodically sent home from this Consulate, first to the Admiralty, and afterwards to the Board of Trade, since the year 1824, you can yourself, if necessary, supply this information. I am, however, assured that the number of consular patients—

On the 1st July 1866, was about	-	-	-	-	-	-	10
Admitted in succession	-	-	-	-	-	-	48
On the 1st January 1867	-	-	-	-	-	-	23
Admitted in succession	-	-	-	-	-	-	128
On the 1st January 1868	-	-	-	-	-	-	8
Admitted in succession	-	-	-	-	-	-	114
On the 1st January 1869	-	-	-	-	-	-	29
Admitted in succession	-	-	-	-	-	-	130
On the 1st January 1870	-	-	-	-	-	-	8
Admitted in succession up to May 1870	-	-	-	-	-	-	32



Valparaiso.

From what precedes, some opinion may be formed how far it may be expedient to make any change in the present mode of providing for sick British seamen; and to ascertain whether the directors of the native hospital, with their present resources, including those derived from the tonnage-duty, can and will provide the accommodation and medical attendance to the greatly increased number of invalids which would be required, if all consular patients, especially those from the British Consulate, were offered to them.

But here I may be permitted, I trust, to submit that a question of justice towards Dr. Cooper is involved.

About July 1866 he was appointed by my Lords Commissioners of the Admiralty to attend the sick on board of Her Majesty's ship "Nereus," stationed in the port as a store-ship, and likewise to attend in sick quarters on shore the invalids from Her Majesty's naval forces on the Pacific station. Upon entering upon the duties he found that very great objections were made to the sick quarters provided by his predecessor, and he, therefore, at once sought for more eligible ones. It is at all times no easy matter to succeed in a search of this nature, at Valparaiso, for an establishment which should enjoy fresh and pure air, grounds for recreation, and (what must be sadly deficient in the Valparaiso hospital) good water. At length, with great pecuniary sacrifice to himself in cancelling his lease of the old quarters, he found fitting premises, which, upon his invitation, Commodore Powell, all the naval surgeons present, and myself, surveyed and approved of. They could not, however, be rented. Consequently, at great inconvenience to himself, and aided by loans from friends, Dr. Cooper purchased them.

This purchase, its conversion into a hospital capable of holding at least 55 beds, cost Dr. Cooper about 8,000 *l.* sterling.

He has since conducted the hospital most conscientiously and effectively. By the senior officer present it is visited once in every week. By the surgeon of Her Majesty's ship "Nereus" a report upon it is forwarded every month to the Admiral Commander in Chief on the Pacific station. By the senior medical officer present a report thereon is delivered to Her Majesty's Consul at Valparaiso, for the information of the Board of Trade; and, moreover, it is regularly inspected by a board of visitors from the British Benevolent Society.

The Assistant Secretary,  
Marine Department, Board of Trade.

I have, &c.  
(signed) H. Rouse.

Enclosure 1, in No. 1.

(Translation.)

Treasury Department, Santiago,  
15 September 1865.

WHEREAS the National Congress has approved of the following project of law:—

Article 1st. Every vessel which shall enter a "major port" (a port open to foreign trade) of the Republic shall pay, once only in the year, 10 cents (at 4 s. per dollar,  $4\frac{8}{10}$  d. sterling) for each register ton of its burthen, the produce of which shall be applied in favour of the charitable hospital which may be established in that "major port;" and, in case no hospital should be there existing, and until the same be established, then in favour of the hospital established in the chief town of the department or of the province. The vessel which shall have once paid this contribution in one port shall be exempted from paying it in another, upon producing the proper legal certificate of the fact. This contribution shall be collected in the customs of the Republic, and passed thence monthly to the municipal treasury, or to the office in each port or chief town of the province which administers the hospital revenue.

Article 2nd. Are exempted from paying the contribution: first, vessels of war and transports; second, those whose register tonnage is less than 25 tons; third, whalers; fourth, those which, having suffered damage, are therefore compelled to put into "major ports."

Article 3rd. This law shall come into operation throughout the whole of the Republic on and after the 1st of January 1866.

And



And whereas the Council of State heard I have approved and sanctioned it, therefore I order it to be promulgated and carried into effect as a law of the Republic.

Valparaiso.

(signed) *Jose Joaquim Perez.*  
*Alexandro Reyes.*

A true copy of the original, of which note is taken at page 129 of the Book of Supreme Decrees, No. 14.

Chamber of Accountant (or Teller), Customs of Valparaiso, 31st March 1870.

(signed) *David Soto Aguilar* (L.S.)

(Approved.)

(signed) *Montiel.*

### Enclosure 2, in No. 1.

(Translation.)

No. 602.

Office of the Intendant of Valparaiso,  
3 April 1867.

THROUGH the office of the Minister of the Treasury, under date the 1st instant, his Excellency the President has decreed what follows:—

The preceding petition seen; the report of the Ministers of Customs of Valparaiso; and considering that by Article 1st of the Law of 15th September 1865 it is disposed that every vessel which may touch in a "major port" of the Republic must pay once in the year the contribution by this article established; considering that by the fact of arrival at a "major port" without, in the year of arrival, having paid the contribution, the vessel must satisfy it, even when, between this date and that of the preceding year in which the same contribution was satisfied, a natural year may not have expired; considering that all vessels pay the contribution in this shape, for such is the meaning of the law:

I do decree, what is required in the preceding petition cannot be done, in so far as the agent of the Pacific Steam Navigation Company, Mr. David Sim, begs the devolution of the tonnage-duty, which in January last was paid by the steamer "Guayaquil," in the port of "Tomé," on the ground that in the month of May of the preceding year it had been satisfied in the port of Valparaiso.

And as regards the claim also put forward, that the custom-house authorities do not send their correspondence prepaid, let those authorities be officially enjoined to comply with the ordinance of the post-office, by remitting prepaid the correspondence passing between them.

Let this be noted and communicated; I transcribe it to your Lordship for your information, and consequent object.

God preserve ye!

(signed) *J. Ramon Lira.*

A true copy of the original, which exists amongst the archives of this office.

Chamber of the Check (or of Control), Customs of Valparaiso, 30th March 1870.

(signed) *Manuel Escurra* (L.S.)

(Approved.)

(signed) *Montiel.*

### — No. 2. —

(M. 567.)

Mr. Monkhouse to Board of Trade.

bridged.)

Steamship "Patagonia," near Monte Video,  
12 December 1870.

Sir,

I HAVE the honour to state that I have inspected both Dr. Cooper's and the Chilean hospital at Valparaiso, and endeavoured to obtain from all practicable sources the information required by the Board of Trade.

Valparaiso.

The hospital is in the lowest and dirtiest part of the town, and an open sewer runs in front of it, but the street in which it stands is very wide. The sewer is on the side of the street opposite to the hospital, few, if any, of the windows of the wards of which open into it. The hospital is excellently ventilated and very cleanly kept, and it is the opinion of medical men whom I have consulted that the site is not prejudicial to the health of the patients, though the position of Dr. Cooper's hospital on the brow of a high hill gives it unusual advantages with regard to fresh air and cheerfulness. When I visited the Chilian hospital, the wards, though crowded, were perfectly sweet. I think, therefore, that the objections to the hospital as regards its site and the sewer have been exaggerated.

The Chilian hospital at Valparaiso is (with the exception of the smallpox hospital) the only one in a large province, so that patients crowd to it from distant places, and the accommodation is so limited that they can admit only the most serious cases. A very large proportion of these are phthisical, and a large average mortality is the necessary result, without any fault in the hospital or the authorities.

I spoke to several patients in the Chilian hospital, and they, without exception, testified to the cleanliness of the hospital, the attention of the nurses, and the goodness of the food; and one patient, now in Dr. Cooper's hospital (a case of consumption), who had been a long time an inmate of the Chilian hospital, bore similar testimony. Here, as at Callao, sisters of charity are the day-nurses. At night there are male nurses. I found few persons at Valparaiso who had seen the interior of the Chilian hospital, but from those who had I heard but one opinion, viz., that the hospital was very well-conducted. I have therefore no hesitation in saying that, provided the hospital had accommodation for, and the authorities were willing to receive, all sick British seamen, and would allow some such arrangement as that at Callao with regard to the inspection of the consular patients, there would be no sufficient reason for not sending them there.

The accommodation is at present quite inadequate; the beds are now too close together, and there is seldom one vacant. A new building, to contain 100 more beds, is however in course of erection; but I doubt whether, even with this extra accommodation, there would be sufficient to ensure the reception of all seamen, in addition to the sick of the province; for if the Chilian Government acknowledged their liability to provide hospital accommodation for seamen in return for the tax, they would be obliged to consider not only the number of British but of all foreign seamen sick at the port.

The present want of accommodation in the native hospital is sufficient to account for the fact that the foreign seamen of other nations than England are sent to the English or to the French and American hospitals. With regard, however, to American seamen, I am given to understand that 20 cents per month is deducted from their wages by the United States Government for the purpose of providing them with hospital accommodation, so that they do not in this respect stand in the same position towards their Government as British seamen.

The real question at issue (which must, I think, be settled before any change is made in present arrangements for the treatment of sick British seamen at Valparaiso) is, whether or not the Chilian Government consider that they are bound to provide hospital accommodation for merchant seamen in return for the tax.

At present the hospital authorities deny any such responsibility. They will admit a man of any nation, no matter how employed, if they have a vacant bed, but, if not, they do not acknowledge any liability to make room for him. This is the difference between the positions of the hospitals at Callao and Valparaiso.

There is nothing in the law of the Republic imposing the tax to justify the assumption that the hospitals are bound to receive all such foreign seamen. The position of the hospital authorities, when refusing to admit a seaman for whom they have no bed, may be thus stated: "The tax on shipping of 10 cents a ton is less than half the old tax of 25 cents, for which foreign shipping expected and received no return. The present tax, as that tax, is the price paid for the privilege of trading to Chilian ports; it is for the Chilian Government to do what they like with it, and they have decreed that it shall go to the support of the charitable hospitals of the country, whether at the ports

OR



or in the interior, if there is no hospital at the port." And here I would remark that the tax is not local to Valparaiso only, but is levied at all the major ports, and that a payment at any one port franks the ship for the year. At some of these ports there are hospitals; at Coquimbo there is one, and there they always receive British seamen free of cost, having, I presume, plenty of accommodation. At Port Meret (a new and increasing port), where there is no hospital, I am informed by Mr. Louis Dartnell (who, in the absence of an appointed consular agent has, on occasion, taken charge of shipwrecked seamen), that the authorities pay for the medical attendance and medicines required by distressed British seamen, thus apparently recognising a liability in return for the tax.

Valparaiso.

Whatever may be the view taken by the Chilian Government of their responsibility in this matter, there can be little doubt that as little delay as possible should take place before it is ascertained. The present position is ambiguous and unsatisfactory. An arbitrary tax on shipping for the support of hospitals of which shipping can make no use is unjust. It also produces much dissatisfaction amongst shipowners, who do not know how to act, and hesitate to send men, at the cost of the ship, to the English hospital.

I have been told of a case being brought before a magistrate in England, where a seaman strove to recover from his master hospital expenses at the English hospital. The master pleaded that he had paid the tax for one hospital, and if they refused to take him in he was not bound to do more, and the magistrate decided against the man. If this be true, it is an additional reason for putting an end to the present state of uncertainty.

One of three things should be done:—

1. If the Chilian Government consider that shipping, in other ways than that of hospital accommodation, obtains an adequate return for the tax, the tax might stand, but should be called by another name.
2. If not, and they do not intend to provide hospital accommodation for foreign seamen, the tax should cease.
3. If they persist in levying the tax as a hospital tax, they should provide accommodation for foreign seamen.

Perhaps the consideration of other questions connected with the matter may properly be left till the view of the Chilian Government be ascertained; but in the event of their agreeing to provide accommodation for British seamen, I think that it would be very desirable that either an English surgeon should be appointed to the hospital, or that one should be allowed to inspect the patients, as at Callao. There is, no doubt, a strong feeling against admitting English medical men on the staff of the Chilian hospitals; but, on the other hand, they are readily admitted in the Chilian Navy, and French doctors are on the staff of hospitals, both at Santiago and Valparaiso.

I have, &c.

The Assistant Secretary,  
Marine Department, Board of Trade.

(signed) *W. Cosmo Monkhouse.*

— No. 3. —

(M. 567.)

Board of Trade to Foreign Office.

Sir,

Board of Trade, Whitehall Gardens,  
31 January 1871.

I AM directed by the Board of Trade to transmit to you, to be laid before Earl Granville, the enclosed copy of a despatch from Mr. Monkhouse,\* reporting upon the hospital accommodation at Valparaiso, and the arrangements made by the Chilian Government for the treatment of sick British seamen in return for the hospital tax levied on British shipping frequenting Chilian ports.

\* For Enclosure, see  
No. 2, p. 11.

The Board of Trade, in forwarding this report, take the opportunity of offering the following observations for Lord Granville's consideration:—

The Board are doubtful—(1) whether, looking to the practice at certain ports,  
348. and



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and to the name of the tax, hospital accommodation was not intended to be given to British seamen in consideration of the tax; or (2) whether it is not a pure act of grace on the part of the Chilian Government to grant free hospital accommodation to foreign seamen, seeing that the old tax, larger by one-half than the present tax, was paid by British ships, and no equivalent was expected or received. The present tax apparently differs from the old one only by being less in amount. On the other hand, the Chilian Government has undoubtedly, to a certain extent, recognised a claim on the part of foreign seamen to some equivalent for the tax, other than the privilege of trading to Chilian ports. As the hospital authorities decline to assent to this latter view, and as sick British seamen have in consequence often to be sent to other hospitals, although the ship to which they belong has paid the tax, it is important that further inquiry should be made of the Chilian Government. The Board of Trade would therefore suggest that the Chilian Government should be asked:—

1. Whether they contemplate any alteration in the tax?
2. Whether they do not recognise the right of foreign seamen to the benefit of hospitals in return for the payment of the tax?
3. Whether in the case of Valparaiso, the Government hospital being usually crowded, and manifestly inadequate to the native and foreign demand put together, they contemplate any addition to it?
4. Whether, if they do not consent to enlarge the hospital, they may be able to subsidise other hospitals, or provide other accommodation, and so secure (so far as they can be expected to do, and in consideration of the tax paid by shipping) a reasonable amount of accommodation throughout their ports for sick foreign seamen.

The Board of Trade direct me to add that in the United Kingdom it is accepted as a fundamental principle that dues levied on ships and on goods carried in ships shall, when received, be appropriated to the benefit of shipping; and it appears to the Board of Trade that if British shipping is to be taxed to keep up hospitals in a foreign country, accommodation ought to be provided for British seamen.

The Under Secretary of State,  
Foreign Office.

I am, &c.  
(signed) *Thomas Gray.*

— No. 4. —

(M. 6,687.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 29 July 1871.

I AM directed by the Secretary of State for this Department to transmit to you, for the information of the Board of Trade, a despatch and its enclosures from Her Majesty's Chargé d'Affaires in Chili, on the subject of the hospital tax levied on British shipping by the Chilian Government.

The Secretary to the Board of Trade.

I am, &c.  
(signed) *Odo Russell.*

Enclosure 1, in No. 4.

My Lord,

British Legation, Santiago,  
16 June 1871.

I HAVE the honour to enclose herewith a copy and translation of a note which I have received from the Minister for Foreign Affairs.

In this note his Excellency encloses a copy of a report which the administrator of the hospital at Valparaiso had been instructed to furnish on this matter, and expresses the opinion that the observations contained in the report will dissipate the doubts

Valparaiso.

doubts which he assumes had arisen in your Lordship's mind from inexact information. In the rejoinder (of which Enclosure No. 2 is a copy) I have endeavoured to point out to the Minister that, so far from this being the case, it appeared to me that the statements in the report confirm the ground on which the discussion had arisen, that is, the inadequacy of the hospital accommodation at Valparaiso for the great number of sick applicants to it, and the consequent necessity of sick British seamen being often sent for treatment to other hospitals, and therefore renew my request that his Excellency would have the goodness to communicate to me the opinion of his Government on the (4) four points specially noted in my communication to him of the 1st ultimo.

Up to the present time I have received no further communication from the Minister.

I have, &amp;c.

The Right Hon. Earl Granville, K.G., (signed) *William Taylour Thompson.*  
&c. &c. &c.

## Enclosure 2, in No. 4.

(Translation.)

Sir,

Santiago, 6 June 1871.

IN my note of the 6th ultimo, acknowledging the receipt of that which you were good enough to transmit to me, dated the 1st of the same, relative to the Valparaiso hospital, I had the honour to inform you that I had requested a report on the matter from the respective department. The department has had the goodness to transmit to me, in reply, the note which the administrator of the hospital, above referred to, passed to it for the purpose, a copy of which I hasten to forward to you annexed to this present.

I apprehend that it will suffice to clear up the doubts which you have the goodness to indicate to me in your note, above referred to, doubts which had arisen in the mind of his Excellency Lord Granville, certainly, through inexact reports on the matter.

I avail myself, &amp;c.

To Wm. Taylour Thomson, Esq., (signed) *Belisario Prats.*  
Her Britannic Majesty's Chargé d'Affaires.

## Sub-Enclosure in Enclosure 2, in No. 4.

(Translation.)

Santiago, 20 May 1871.

THE administrator of the hospital at Valparaiso, from whom a report was requested on the subject of your note of the 6th instant, under date the 16th of the same, makes the following remarks to this Ministry. The representation made in the name of his Government by Her Britannic Majesty's Chargé d'Affaires involves an unfounded complaint, and is the means of doing away with a doubt which in reality neither does nor can exist. The complaint is that treatment is not always afforded to the seamen of British mercantile ships in this hospital of charity. Not only since the year 1866, when the annual tonnage impost (104 a registered ton) paid by the ships began to take effect, but from its foundation, this hospital has received without distinction seamen and foreigners of every nationality, and on this very day, among other foreigners, its rooms contain seamen and British subjects, as I would wish you to observe from the surname which I send with No. 1, and as a more evident corollary of what I state. I send to you also the surnames of all the foreigners who have been treated in this hospital of charity during the year 1865, before this establishment commenced to receive the aid of the impost, and among which appear 54 seamen and British subjects. The hospital has always had its doors open to receive the sick who may approach it asking for an asylum, which never was denied to them, and there is no instance of a seaman (either a British subject, or of any other nationality) having been refused admittance on any occasion, as long as there has been a bed to dispose of; and I think it is fitting to add on this occasion, that in many cases the foreigner is admitted in preference to the citizen, when it is thought that in so doing the precept of charity is better complied with. As this hospital has been, and is in great part, sustained by public charity, and the aid it receives from the supreme government, and the municipality, the undersigned is profoundly persuaded that it immediately is subordinate only to the President and Committee of "Beneficencia" of this city, in conformity with the statute dictated by the Supreme Government in 1845, relative to the management of the benevolent institutions of the department of Valparaiso, and which consequently ought to ignore, and does ignore, all extraneous jurisdiction. It is to be understood, from Her Britannic Majesty's Chargé d'Affaires, that the payment of the contribution, created by the Law of September 1865, and paid by the ships which enter the bay, ought to impose on the hospital the obligation of having to treat the seamen of those ships whenever they may require its offices, these being the



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return for the impost. Without doubt Her Britannic Majesty's Chargé d'Affaires would have been aware of the doubt which arises on this point, looking over the text of the law which established the contribution. By this law nothing at all has been done but to afford means to certain hospitals of the Republic, and specially to that of Valparaiso; but the condition of these institutions of charity has remained the same. The law has conferred new rights on no one, neither has it laid upon the hospitals new obligations; it has only bettered the position of these last, giving them a new source of income that they may attend to their ever-increasing necessities. It does not, therefore, lay upon them any kind of obligation than that of opening their doors to the needy approaching them in search of aid and assistance; and it can properly be said that all have the right to demand it, as long as they are under the necessity of having recourse to charity. Beyond this no right exists. English seamen are in this respect on the same footing as the seamen of other nations whose ships frequent the ports of the Republic, and as the rest of its sojourners and inhabitants. The nation, in the exercise of its sovereignty and independence, and by its legitimate representatives, considered it necessary to adjudge new means to certain hospitals, and with this object burdened the merchant shipping with an impost; but neither the crews of these ships, nor the nations to which they belong, have the right to interfere with the manner in which the product of the tax is spent, which, destined as it was to the hospitals, might equally have been so to the protection and founding of a school, a church, or of any other charitable institution. If the law had conferred any power whatever on those paying the tax, in return for the burden which it laid upon them, it would then be another matter; there would exist a legitimate title to demand the fulfilment of the legislative disposition in all its parts, and already it has been shown that such return has not been enacted. On the other hand, it would not be possible to give to the law an interpretation in the sense in which Her Britannic Majesty's Chargé d'Affaires appears to understand it. If the desire had existed to establish a positive right in favour of those paying the tax, in return for the payment of the impost, it would have been expressed in the text of the law. However certain and well founded the fundamental principle may be which rules in the United Kingdom, in attention to which "taxes on shipping and on the merchandise which it carries ought, when received, to be applied to the benefit of the mercantile marine," in Chile, the same does not happen. Every country has special institutions and rules relatively to its manner of existence and antecedents. Thus the tax upon shipping in benefit of the hospitals tending to increase the funds of these institutions benefits in Chile all those who may go to them, whether sailors or not—whether British subjects, American citizens, or vassals of the Celestial Empire. The hospitals do not recognise in Chile nationality, religion, profession, or derivation. The tax levied on merchandise which comes on board the same ships is destined to the satisfaction of other general charges of the nation, and constitutes one of its principal sources of revenue. It would be impossible to give it up in favour of the mercantile marine, as occurs in the United Kingdom, without neglecting urgent necessities which ought to have the preference. This being the case, and giving to the law of 1865 the interpretation above mentioned, which is the only just one, the administration of the Hospital of Charity of Valparaiso has not recognised in any one the right to demand that the establishment should frank the succour as a return for the payment of an impost. Stress has only been laid on the necessity of the petitioner, which, once recognised, has opened to him the doors of the hospital; otherwise it would have failed in its duty, depriving some unfortunate of the first asylum and succour which should snatch him from that lot. The tax having, happily, been applied to the end for which it was created, it is neither presumable nor probable that a different direction should be given to it. For this purpose a legislative measure would be necessary, the legislator being the only one who can in Chile reform the law. I transmit it to you, in answer to your said note. God protect you!

(signed) *Belisario Prats.*

To the Minister for Foreign Affairs,  
Abdon Cifuentes, O. M.

## Enclosure 3, in No. 4.

Sir,

British Legation, Santiago, 10 June 1871.

I HAVE the honour to acknowledge the receipt of your Excellency's note of the 6th instant, transmitting to me a copy of a report, which, on receipt of my note of the 1st of last month, the administrator of the hospital at Valparaiso had been instructed to furnish to the Home Department on the points therein referred to.

Your Excellency expresses the opinion that the observations contained in this report will dissipate the doubts which appear to have arisen in Earl Granville's mind from inexact information. But this result cannot, in my opinion, be expected from them, as they confirm the fact on which the discussion has arisen, the inadequacy of the hospital accommodation at Valparaiso for the great number of sick applicants to it, coming from the province in general, the town, and the large mercantile marine which frequents the port, and the necessity which has arisen, in consequence of that insufficiency of accommodation, of sick British seamen being often sent to other hospitals, although the ship

to



to which they belong has paid the hospital tax. And such being the case, I would therefore beg leave to renew my request that your Excellency would have the goodness to communicate to me the opinion of your Government on the four points specially submitted for their consideration in my note of the 1st ultimo, and also in respect of the suggestion which, in its concluding paragraph, I have ventured to offer.

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His Excellency Don Belisario Prats,  
&c. &c. &c.

I avail myself, &c.  
(signed) *Wm. Taylour Thomson.*

— No. 5. —

(M. 6687.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
19 August 1871.

Sir,

I AM directed by the Board of Trade to return as requested the enclosures to Mr. Odo Russell's letter of the 29th ultimo relating to the hospital tax at Valparaiso.

In doing so, I am to request that you will inform Earl Granville that the Board of Trade will be glad to hear the result of Mr. Taylour Thomson's further application to the Chilian Government.

The Under Secretary of State,  
Foreign Office.

I have, &c.  
(signed) *Thomas Gray.*

— No. 6. —

(M. 7587.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 26 August 1871.

WITH reference to your letter of the 19th instant, I am directed by the Secretary of State to transmit to you, to be laid before the Board of Trade, two further Despatches, with their enclosures, from Her Majesty's Chargé d'Affaires at Santiago, on the subject of the hospital at Valparaiso, and the hospital tax levied on foreign shipping by the Chilian Government; and I am to request that you will move their Lordships to favour the Secretary of State with such observations as they may have to offer respecting this question.

The Secretary to the Board of Trade.

I am, &c.  
(signed) *Enfield.*

Enclosure 1, in No. 6.

My Lord,

British Legation, Santiago,  
19 June 1871.

IN connection with the question now under discussion between Her Majesty's Government and that of Chile, the impost levied by the Chilian Government upon foreign shipping, under the name of hospital tax, and the hospital accommodation at Valparaiso, I have the honour to transmit to your Lordship herewith an extract from the "Valparaiso and West Coast Mail" newspaper of the 17th instant, as it bears upon the second of these points, and announces that an additional building, consisting of two wards, and calculated to contain 168 beds (but which is probably an over-estimate) has just been completed.

The Right Hon. Earl Granville, K.G.  
&c. &c. &c.

I have, &c.  
(signed) *W. Taylour Thomson.*

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## Sub-Enclosure in Enclosure 1, in No. 6.

EXTRACT from the "Valparaiso and West Coast Mail" of 17th June 1871.

## THE NEW WARDS OF THE HOSPITAL.

AN important addition, which has for many years been making itself more and more needed, has just been made to the most useful of the many charities with which Valparaiso is endowed. The accommodation which it has been in the power of the hospital to afford has caused not only the inconvenient crowding of its wards, but also the refusal of many a patient whose condition imperatively demanded the attention which such an institution could alone bestow, and failing which a cure could scarcely be hoped for. This deplorable state of affairs at length assumed such a degree of intensity that it was resolved, at any hazard, to increase the size of the building by the addition of two wards in the right wing of the edifice, fronting the Calle del Hospicio. Plans were accordingly prepared by Don Manuel Aldunate; tenders for the construction of the building were advertised for in April last year, and that of Mr. T. W. Shepherd was accepted.

*Apropos* of the plans, it may here be remarked that they were so soon found to be defective, both in detail and in quantities, as to cause great delay at the very commencement of the work; the first trouble being that the foundations allowed per plan were not sufficient (after the levels had been taken) to raise the basement to the required street level, there being a trifling mistake of eight feet in the level on a distance of 40 feet. The contract was based on the absurd, although here customary, plan of "quantities taken out by the architect," the price of each class of work being at so much per metre; instead of the sound principle of having plans and specifications made, and inviting tenders for the work finished, thereby letting the builders calculate the quantities themselves—a system much more satisfactory to all concerned in this class of work. And we are confident that had such a system been adopted in the present case, it would have saved the Junta de Beneficencia several disagreeable meetings, Señor Aldunate the loss of his charge, and the builder a great deal of annoyance and time lost in calculating and rearranging the plans, with a view to keep as near as possible within the limit of quantities, which, with the aid of Don José Zegers, as inspector, has been done very satisfactorily.

The new wards are built of brick, with heavy stone foundations; the entire length is 270 feet, by a width of 40 feet, including corridors, and are two storeys in height. A square tower, 30 feet by 30 feet, at one end, four storeys in height, including basement, has a very imposing appearance from the Calle del Hospicio, which bounds the hospital grounds on the right. The building contains two wards, each being 230 feet by 27 feet, and 17 feet high, lighted by 34 windows each; eight dressing-rooms, two corridors of eight feet in width, running the entire length of the building. The basement of tower (adjoining the old wards for females), and partly under first-floor ward, has been made into two magnificent vaults, well lighted and ventilated, intended for a laundry. The extent of vaulting is 85 feet by 26 feet, by a height of 16 feet in centre of arch.

A massive double staircase leads from the ground on the inner side to the second-floor corridor. This being cased-up underneath, has given place for five very convenient bathrooms. The frontis over the stair-landing is adorned by a figure of a saint, and also in raised gilt figures the date of the founding, 1870.

The wards are calculated to contain 168 beds; the inside finish is first-class, the walls being a light-green colour, and the floors painted a reddish tint. Their great length, with the contrast of colours, and series of panel shutters, placed upon runners along the walls, gives an idea of being in a building devoted to a much more ambitious purpose than a charity hospital.

The building is provided with 13 closets, the drainage from which is conducted by iron pipes to a vaulted deposit formed partly under the street, built of stone and cement, and calculated to contain 60 cubic yards, out of which the refuse will have to be pumped and carried to the beach, the difference of level between the latter and the hospital being too little to admit of a drain being formed. The question of drainage was found to be rather a knotty one, as the scarcity of water for such purposes in this city is too well known to require to be more than alluded to. The ventilation of the wards is effected in the most complete manner, a series of galvanised iron chimneys connected with hollows in the walls being found to answer every requirement.

From the above naturally defective *résumé*, it may be readily conceived that the new wards just completed will not only fill a lamentable want, long but too apparent, but will in addition prove an edifice of which no citizen of Valparaiso need be ashamed. Much is due to the untiring activity of Don José Salamanca, without whose energy and application the difficulties met with at the earlier stages of the work would have been all but insurmountable. We regret to add that to effect its completion it has been found necessary to borrow 17,000 dollars. Its entire cost is, we believe, about 60,000 dollars.



## Enclosure 2, in No. 6.

British Legation, Santiago,  
24 June 1871.

My Lord,

IN continuation of my Despatch, No. 33, of the 16th of last month, respecting the hospital tax levied by the Chilian Government on British shipping, I have the honour to transmit herewith a copy and translation of the reply of the Chilian Minister for Foreign Affairs to my note enclosure, No. 2, in the above Despatch.

From this communication it would appear that the Chilian Government decline to state their intentions with respect to the first, third, and fourth inquiries I was instructed by your Lordship to make of them; and, with respect to the second, apparently indifferent to the difficulties which might arise for foreign vessels on their return to their own country from a tax having been levied upon them under another name than that which it ought to bear, on the ground that in reality the hospital impost is (not that which its name would indicate, but) actually a tonnage tax; that the hospitals are charitable institutions, supported partly by the Central Government, partly by the municipal bodies, and partly by private benevolence; that the contribution of the Central Government to those charitable institutions is the amount accruing from the tonnage tax levied upon foreign shipping; they therefore announce that they do not recognise the right of foreign seamen to the benefit of hospitals in return for the tax.

The Right Hon. Earl Granville, K.G.,  
&c. &c. &c.I have, &c.  
(signed) Wm. Taylour Thomson.

## Sub-Enclosure 1, in Enclosure 2, in No. 6.

(Translation.)

Sir,

Santiago, 19 June 1871.

I HAVE had the honour to receive your note of the 10th instant, in which you have the goodness to indicate to me that the detailed explanations contained in the report of the administrator of the General Hospital of Valparaíso, a report which I had the honour to transmit to you annexed to my note of the 6th instant, have not appeared to you sufficiently satisfactory, for which reason you insist on requesting the opinion of my Government upon the questions detailed in your note of the 1st of May.

Disappointed in the hope that the report to which I have just referred would have sufficed for its object, I hasten to satisfy your wishes upon the subject.

I apprehend that it will be as well at once to clear up certain ideas which I presume have served as the base of the considerations given in your note of the 1st of May, already referred to, and which, in case of its so being, it would be highly important to rectify. You appear to think that the General Hospital of Valparaíso owes its existence or maintenance to the small impost of tonnage which burdens the mercantile marine, and that the services rendered in it to sick seamen are given in consideration of the same impost. It is natural that all reasoning founded on these inexact antecedents fails, and allows a margin for doubts which it is easy to remove.

The General Hospital of Valparaíso, established many years ago for the treatment of all sick people, including seamen of every nationality, neither has been founded or maintained with the tonnage impost, which has only been in force since the year 1866. That hospital, like many others, has been, and is, supported principally by its own funds, which the private charity of the inhabitants has afforded it, and by the abundant assistance which the Government and local municipality furnish to it. If the tonnage impost was created lately, and applied to the hospitals of the ports, it was in view of the fact that seamen of every nation had recourse in great numbers to the said hospitals without contributing in any form to their maintenance, and with the view of enlarging and improving them as an acknowledgment for it.

The belief is equally unfounded that the assistance rendered to sick seamen, both in the General Hospital as in others, is conceded as a necessary compensation for the tonnage impost. The law applied this tax as it might apply any other, and as it actually applies a considerable part of the public funds, in aid of the hospitals; these, however, afford their services to all necessitous persons in proportion to their resources, and not in return for the contributions which they receive, now from private charity, now from public or municipal funds. For this reason it is that of these services advantage has been taken, both by British seamen, as also by those of other countries, not only after but before the establishment of the tax alluded to. Thus you will have been able to notice, in the report accompanying my previous note, that in the year 1865, when that tax did not yet exist, 54 seamen and British subjects were treated in the General Hospital of Valparaíso alone, and when they have not been able to be so in it, from absolute want of space or sufficiency of accommodation, they have been so in other hospitals of the same city.

You explain to me that in the United Kingdom it is a fundamental principle that dues levied upon ships, or upon the merchandise which they carry on board, ought, immediately on their receipt, be applied to the benefit of the mercantile marine. For my own



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part, I was ignorant that the dues with which goods imported into the United Kingdom are burdened would be applied to the benefit of the mercantile marine. In Chile these dues, which are no others than the custom-dues, and which form the principal source of the public income, are appropriated for the various departments of public administration. As far as concerns the tonnage due, the only one which has been applied to the aid of hospitals, it receives its proper application, and, in conformity with the law, does not pass to the public funds, but immediately on its receipt is handed over monthly to the administrators of the funds of the hospitals to which they belong.

What has been explained to you will enable you to understand what is the natural solution of the questions to which you refer.

That impost having been destined to so praiseworthy an object, and laid out advantageously for the ends for which it was created, I do not believe it probable that the legislator will make alterations in it, unless, considering it insufficient, he were to incline to its increase in proportion to the necessities (existing), which, for the present, is not a matter under deliberation of the legislative authority.

With respect to whether sick foreign seamen can find any accommodation in the hospitals of Valparaiso in proportion to the tonnage impost, I must repeat to you that, according to the reports of which I am in possession, they find, and always have found, that accommodation, not in proportion to the due, which is insignificant, and which has only existed since the year 1866, but in proportion to the resources of the hospitals, which count upon many other sources of income, and which do not refuse asylum to any necessitous person as long as they have a place to dispose of.

If of late years, and at extraordinary periods, there has been an excessive flow of sick people, and those hospitals have at any time found themselves under the painful necessity of refusing help to any of them, that necessity has already been remedied, by the enlargement which they have lately received on this score. Among them, the General Hospital of Valparaiso, laying hand on its own resources, has lately commenced, as is notorious, great works, by which its extent has been considerably increased, it being possible to place 200 more beds than existed before in the new wards.

What has been said will, I hope, dissipate the apprehensions which your note reveals, and which, I repeat, cannot have had any other origin than in inexact and unauthorised reports.

Wm. T aylour Thomson, Esq.,  
&c. &c. &c.

I avail myself, &c.  
(signed) Belisario Prats.

— No. 7. —

(M. 7587).

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
16 September 1871.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 26th ultimo, transmitting for their observations two further Despatches from Her Majesty's Chargé d'Affaires at Santiago, relating to the hospital and hospital tax at Valparaiso.

These Despatches contain a full explanation of the purposes for which the hospital tax is levied, and the principles upon which the hospitals in Chile are supported and conducted.

The tax is levied for the general support of hospitals in Chile, and the hospitals are free to all comers as long as there is room to accommodate them. Seamen are not considered to have any superior right to accommodation because their ships have paid the tax, or any claim to accommodation at all if the hospitals are full.

Although the principle upon which the tax is applied is thus different from that which regulates the application of the result of similar special taxation in this country, viz., that the sums derived from a special tax should be applied exclusively for the benefit of the class who pay, yet, as long as the Chilean Government choose to legislate upon a different principle, and treat all other nations alike, Her Majesty's Government appear to the Board of Trade to have no ground of complaint.

They therefore think that no further representation on this subject of principle can be made to the Chilean Government with advantage at the present time.

As,

As, however, confusion in our own courts of law may arise under the present method of levying the tax in Chilian ports, as to the liability of shipowners to pay for the medical expenses of their seamen left behind in Chile—*e.g.*, a shipowner may plead that he was exempted from further liability in this respect, by reason of having paid the hospital tax, whereas the seamen belonging to his ship have derived no benefit whatever from the tax, but have had to obtain medical relief elsewhere, either at their own or at Government expense—it would be very desirable that upon the receipt which is given to masters on payment of the tax, it should be distinctly stated that the payment does not confer any right upon any person belonging to the ship to hospital accommodation in Chile, but that the hospitals are open to all persons alike as long as there is a vacant bed.

The Board of Trade observe with satisfaction that the large additions to the Chilian Hospital at Valparaiso are completed, and have requested Her Majesty's Consul at that port to send distressed British seamen to it when there is room to receive them.

They would also suggest, for Earl Granville's consideration, that it would be advisable to send a copy of the whole correspondence on the subject to Her Majesty's Consul at Valparaiso.

The Under Secretary of State,  
Foreign Office.

I have, &c.  
(signed) *W. R. Malcolm.*

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— No. 8. —

(M. 7587.)

Board of Trade to Her Majesty's Consul, Valparaiso.

Board of Trade, Whitehall Gardens,  
16 September 1871.

Sir,

WITH reference to previous correspondence respecting hospital accommodation at your port for distressed British seamen, I am directed by the Board of Trade to state that they have received information that large additions have been made to the Chilian hospital at your port, and to request that you will send the distressed British seamen in your charge to that hospital whenever there are vacant beds.

Should you see any objection to such a course, you are requested to report thereon.

Her Britannic Majesty's Consul,  
Valparaiso.

I have, &c.  
(signed) *W. R. Malcolm.*

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— No. 9. —

(M. 2545.)

Her Majesty's Consul, Valparaiso, to Board of Trade.

Sir,

British Consulate, Valparaiso,  
30 December 1871.

I HAVE the honour to acknowledge the receipt, on the 11th November, of the Board of Trade Despatch of the 16th September last, instructing me, in consequence of the additions made to the Chilian Hospital of Valparaiso, to send distressed seamen in my charge to that hospital whenever there are vacant beds, and to furnish a report on the subject, should I see any objection to such a course.

After perusal of the copies of the correspondence furnished me by Her Majesty's Chargé d'Affaires at Santiago, on the subject of the hospital and  
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hospital dues levied on the shipping frequenting this port, I understand Her Majesty's Government are now aware, this tax, though termed "hospital dues," and levied on shipping at the rate of 10 cents or 4*d.* per ton, is a tax which was imposed after the reduction of the former tonnage and light dues, together amounting to 30 cents per ton; and that the proceeds of the present so-called hospital dues, though they may be applied to the maintenance of the hospital, such establishment is not exclusively maintained for the use of seamen, but, supported also by voluntary contributions, is open for the reception of any person whatsoever, when there is room for admittance.

As Her Majesty's Government has also been informed, large additions and considerable improvements have been made to the Valparaiso Hospital, which I understand is now capable of holding about 400 patients.

Even thus, however, vacant beds are a rare occurrence. There is no other hospital in this district, and the whole population, of which the lower orders are for the most part poor, squalid, and much diseased, have, in illness, no other resort.

The willingness of the hospital authorities to admit a seaman is undoubted, and has been proved by their readiness in placing extra lines of beds down the centre of the rooms of which the two sides are already occupied.

But on such occasions, when the hospital is so crowded, its advantages are few, and the condition of an unfortunate patient breathing the infected air of different crowded disorders can hardly be expected to improve.

Of the few distressed seamen who, in conformity with my instructions, I have lately sent to the native hospital, none as yet have obtained admittance, owing to there being no vacant beds.

The seamen themselves, when truly suffering from illness, object, and even refuse, to be sent to the native hospital, though the cost of their maintenance has to be paid from their balance of wages deposited in my hands, alleging that, though no expense is incurred at the native hospital, they are made worse by the foetid air of the crowded rooms, where they do not receive the same attention as is given in the British hospital.

The objection to sending seamen to the native hospital, therefore, consists in its generally crowded state, and the little attention given to a patient's wants, as compared with that received at the British Naval Hospital.

I have also remarked that a patient at the native hospital is allowed to leave for a few hours, or even a whole night, and if his bed has not been occupied during his absence, he is readmitted on his return. The men are not kept under the strict discipline maintained in the British hospital, where they are not allowed to leave without special permission, and in case of misbehaviour or drunkenness are discharged.

Though I shall continue to carry out, as far as I am able, the instructions now given me, and send seamen with slight illnesses to the native hospital, when there are vacant beds, I wish respectfully to suggest that in so doing I consider fair treatment of the doctor in charge of the British Naval Hospital is hardly considered, and for the following reasons:—

The hospital has been raised to its present most creditable condition by Dr. George Cooper, at a great private expense of capital, on the assured grounds that all seamen from the Royal Navy and from the merchant service should, in case of sickness, be sent there; and should Dr. Cooper's hospital be now only made use of for those who cannot obtain admittance into the native hospital, or who, from serious illness, it is thought require the greater care and attention given to them at the British Naval Hospital, Dr. Cooper will hardly be able to continue its maintenance, supported as it would then only be by the few patients from Her Majesty's ships, or by casual individuals who may seek admittance. I believe a full report of Dr. Cooper's hospital, and the general opinion of all foreign and native residents regarding the benefit derived therefrom, was submitted through Her Majesty's Consul in 1870. I therefore refrain from giving any further detailed account of the manner of its establishment, or the credit attached to the undoubted care and efficacious treatment received by all patients who are sent there.

The enclosed statement is a copy from the Medical Register of the British Naval Hospital, showing the number of patients received, and the deaths that occurred, during the five years 1867, 1868, 1869, 1870, and 1871, the average mortality



mortality being about 6 per cent., whereas the average mortality in the native hospital, as can be judged from the enclosed statement for the year 1870, is about 23 per cent.

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I have not been able as yet to obtain the statement for 1871.

Under these circumstances, I consider it would be wrong to force seamen into the native hospital, and that a great error will be committed should the support which has hitherto been afforded by the Board of Trade to the British Naval Hospital of Valparaiso be now withdrawn.

I have, &c.  
(signed) *James de V. Drummond Hay.*

The Assistant Secretary,  
Board of Trade.

Enclosure 1, in No. 9.

COPY from Medical Register of British Naval Hospital, *Valparaiso*.

YEARS.	Naval.			Consular.			Ships.			British Benevolent Society.			Town.			TOTAL.		
	Entered.	Deceased.	Deaths Per Cent.	Entered.	Deceased.	Deaths Per Cent.	Entered.	Deceased.	Deaths Per Cent.	Entered.	Deceased.	Deaths Per Cent.	Entered.	Deceased.	Deaths Per Cent.	Entered.	Deceased.	Deaths Per Cent.
- - -	110	2	1·81	115	4	3·48	93	7	7·52	18	3	16·6	18	1	5·55	354	17	4·8
- - -	91	-	nil	113	4	3·54	62	3	4·85	36	5	13·8	36	3	8·33	338	15	4·4
- - -	87	3	3·4	124	2	1·6	60	5	8·3	31	4	12·9	49	7	14·3	351	21	5·9
- - -	69	1	1·4	74	7	9·3	71	3	4·2	30	6	20·00	62	4	6·4	306	21	6·8
- - -	106	1	·94	95	3	3·15	66	7	10·6	30	6	20·00	76	2	2·63	373	19	5·09

Enclosure 2, in No. 9.

(Translation.)

## CHARITY HOSPITAL.

WE publish the following Statements of the movements taking place in this Establishment:—Number of Infirm of all Nationalities received into the General Hospital of Charity, at Valparaiso, in the year 1870:—

England - - - - -	181	Sweden - - - - -	11
France - - - - -	92	Denmark - - - - -	10
North America - - - - -	87	Bolivia - - - - -	7
Germany - - - - -	151	Greece - - - - -	12
Ireland - - - - -	23	Russia - - - - -	6
Italy - - - - -	20	Ecuador - - - - -	5
Portugal - - - - -	21	Austria - - - - -	4
Holland - - - - -	18	Manilla - - - - -	7
Belgium - - - - -	16	Chile (including 1,407 women) - - - - -	4,408
Spain - - - - -	6		
Mexico - - - - -	6		
Peru - - - - -	26		
		TOTAL - - - - -	5,117

Of this sum there died—

Men, 636; Women, 516; Total Deaths, 1,152.

Valparaiso.

Number of Infirm of all Nationalities received into the Lazarette of Playa Ancha, Valparaiso, in the Year 1870.

England - - - - -	9	Denmark - - - - -	2
Germany - - - - -	7	Ecuador - - - - -	3
France - - - - -	5	Manilla - - - - -	4
Ireland - - - - -	2	Austria - - - - -	1
Portugal - - - - -	2	Italy - - - - -	3
Belgium - - - - -	1	Chile (including 814 women) - - -	1,603
Sweden - - - - -	1		
Peru - - - - -	15	TOTAL - - -	1,658

Of this sum died—

Men, 132; Women, 89; Total Deaths, 221.

Valparaiso, 31 December 1870.

— No. 10. —

(M. 2545.)

Board of Trade to Her Majesty's Consul, Valparaiso.

Board of Trade, Whitehall Gardens,  
13 March 1872.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your Despatch of the 30th December last, reporting on the subject of the hospitals at your port with regard to the treatment of distressed seamen.

After full consideration of the matter, the Board of Trade are willing to leave it to your discretion to decide in what cases (if any) patients should be sent to the native hospital.

Her Britannic Majesty's Consul,  
Valparaiso.

I am, &c.  
(signed) *Thomas Gray.*

— No. 11. —

(M. 11425.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 14 August 1874.

I AM directed by the Earl of Derby to transmit to you herewith, to be laid before the Board of Trade for any observations which they may have to offer upon the subject, a Despatch from Her Majesty's Minister at Santiago, calling attention to certain objections which have been raised by the Chilian authorities to the right of Dr. Cooper, surgeon to the British Naval Hospital at Valparaiso, to practise in that establishment, and enclosing copies of his correspondence with the Chilian Government in regard to this matter.

I am, &c.  
(signed) *Tenterden.*

The Secretary to the Board of Trade.

## Enclosure in No. 11.

My Lord,

Santiago, 26 May 1874.

I HAVE the honour to transmit to your Lordship the accompanying correspondence which has passed between me and the Chilian Government on the subject of the British Naval Hospital at Valparaiso, directed by Dr. G. F. Cooper, who holds his appointment direct from the Admiralty, and from the Board of Trade.

The establishment in question has acquired considerable celebrity on this coast; and, independently of the naval sick and of distressed British subjects, Dr. Cooper has from time to time taken in patients of all classes and nationalities, German, American, Russian, and others. In fact, to the numerous foreigners of the better class engaged in trade at Valparaiso who live in lodgings and have no means of being treated at home during sickness, Dr. Cooper's hospital has been invaluable. I need hardly say that, being conducted on the newest principles of medical science, it is immeasurably superior to the overcrowded and indifferently-managed native hospital.

Some months ago both Mr. Drummond Hay and Dr. Cooper himself called my attention to the peculiar position of the latter gentleman. Dr. Cooper had not, and I think unfortunately, complied with the requirements of Chilian law, which confines the legal exercise of medicine in this country to persons who have passed their examination before the Chilian University. He had, indeed, attempted to go up for that examination some years ago, but had in the first instance been debarred by the rejection of the diplomas he held from the Royal Colleges of Physicians and Surgeons. Later on the university had been moved to admit these diplomas, but Dr. Cooper was absent in Europe at the time, and on his return last year he made up his mind not to attempt any private practice, and to confine himself to his hospital duties, for the performance of which he considered it needless to go through the irksome form of examination by the Chilian University. At the same time, both Mr. Drummond Hay and Dr. Cooper represented to me that it would be desirable that Dr. Cooper's position in his own hospital, as a British Government officer, should be duly recognised by the authorities at Valparaiso, who from time to time have shown a disposition to annoy and persecute him on the score of his not being duly qualified in Chili, and who three years ago even gave orders that his hospital should be closed. Dr. Cooper's contention was that as long as he did not practice outside his hospital he was in no way infringing Chilian law, and that inside his hospital he was at perfect liberty to exercise his profession under the authority given him by Her Majesty's Government. He likewise maintained that his hospital was a British Government establishment, periodically visited by British naval officers, on behalf of the Admiralty, and by Her Majesty's consul on behalf of the Board of Trade, and was entered as such in the "Navy List." Finally, he pointed out to me that by Act of Parliament any person not a British subject holding a proper degree or diploma may act in the United Kingdom as resident physician, or surgeon, of any hospital intended exclusively for foreigners.

As your Lordship is aware, I had several conversations with the Minister of Foreign Affairs, some months ago, respecting the non-reception of English medical degrees by the Chilian University; and I alluded at the time to Dr. Cooper's position, and to his request to be simply treated in his hospital on a footing of reciprocity. Not only did I find M. Ibañez disposed to agree with me completely on the whole subject, but when I asked what course he would prefer me to follow respecting it, he requested me to write to him officially, and gave me to understand that there would be no difficulty about settling Dr. Cooper's affair in the manner desired.

Such, my Lord, is the origin of the correspondence I now forward to your Lordship.

I have privately advised Dr. Cooper to comply with Chilian law, and to go up for examination. If he should not do so, or fail, he will then, I think, have to confine himself solely to receiving the sick of Her Majesty's ships, and of the merchant navy, and the distressed British subjects sent to him by the consul. It will then remain to be seen whether the Chilian Government will still maintain a right to prohibit Dr. Cooper from practising within these limits.

I will offer no remarks on the tone and wording of the letter of the Minister of the Interior, nor on the absence of all acknowledgment of the great services rendered by the British Naval Hospital, nor yet on the curious admission of the lamentable—but intelligible—dearth of medical talent in this country. I think it, however, right to observe that if Dr. Cooper has erred in taking in other patients than those specially committed to him by Her Majesty's Government, he is perhaps to be excused on the strength of a gunner of the Chilian man-of-war "Covadonga," who had suffered some severe injury in one of the Valparaiso forts, having been sent to the British hospital by the Chilian authorities themselves as long ago as 14th October 1867.

M. Altamirano says that there may possibly be no objection to authorise the existence of a hospital purely devoted to the treatment of the sailors of the Royal Navy. Where are the merchant seamen to be treated? Mr. Drummond Hay assures me that there is no room for them in the Chilian hospital, and that as consul he would not "send a British sailor suffering from illness to that hospital, being convinced that unless a patient pro-



Valparaiso.

"fesses the Roman faith he is not well cared for, and indeed is rarely admitted, the plea  
 "advanced being that there is no room." "Moreover," he adds, "the medical attendance  
 "is insufficient, and the patient taken to that hospital with a grievous malady or injury  
 "may remain 12 hours before he receives medical care."

The Right Hon. the Earl of Derby,  
 &c. &c. &c.

I have, &c.  
 (signed) *Horace Rumbold.*

## Sub-Enclosures in No. 11.

M. le Ministre,

Santiago, 25 March 1874.

MY attention has been recently drawn to the anomalous position in which Dr. Cooper of the British Naval Hospital at Valparaiso finds himself placed, owing to an insufficient recognition of his medical status.

Dr. Cooper has no desire to be admitted to practice outside his hospital, but holding his appointment both from the Admiralty and the Board of Trade, and being therefore a British Government officer, he appears to me to be fully entitled to the concession which is granted to foreigners in England, where, by Act of Parliament, any person not a British subject, holding a proper degree or diploma, may act as resident physician or surgeon of any hospital intended exclusively for foreigners.

Your Excellency will perceive that in asking for the recognition of his position in his own hospital Dr. Cooper is simply claiming reciprocity; but the point is one of additional importance, because, some two years ago, the Delegado of the Protomedicato took upon himself to order the hospital to be closed, and a fine of 50 dollars to be paid by Dr. Cooper for having a botica, or pharmacy, within its walls.

I do not apprehend the recurrence of such a proceeding, but I feel assured that your Excellency will agree with me that it is advisable that the local authorities of Valparaiso should be invited formally to recognise the position which Dr. Cooper has the honour to hold under Her Majesty's Government.

His Excellency M. Ibañez,  
 &c. &c. &c.

I avail myself, &c.  
 (signed) *Horace Rumbold.*

## (Translation.)

Sir,

Santiago, 8 May 1874.

As I had the honour to announce to you at the time, as soon as I received your estimable note, dated the 25th March last, relative to the position which Dr. Cooper occupies in Valparaiso, I hastened to bring its contents to the knowledge of the Minister of the Interior, whose department it concerned.

I yesterday received the answer which my honourable colleague has been good enough to give me on this affair, and I do myself the honour to transmit to you a copy of the same.

Horace Rumbold, Esq.,  
 &c. &c. &c.

I avail myself, &c.  
 (signed) *Adolfo Ibanez.*

## (Translation.)

Santiago, 6 May 1874.

I HAVE received the letter in which you transcribe the note which the Minister Resident of Great Britain addressed to the Ministry of Foreign Affairs on the 25th March last, requesting that the perfect right which, according to the said Minister, Dr. G. F. Cooper has of exercising his profession in the British Naval Hospital, which he directs "under Her Majesty's orders," should be duly recognised.

The Minister adds that Dr. Cooper does not pretend to be allowed to practise outside his hospital, but that holding his appointment both from the Admiralty and the Chamber of Commerce (*sic* for Board of Trade), and being consequently an *employé* of the British Government, he considers he has a right to claim, in the name of reciprocity, that which is granted in England by Act of Parliament to every individual who is not a British subject, namely, that holding a diploma, or a corresponding degree, he may act as resident physician, or surgeon, in any hospital intended exclusively for foreigners.

Finally, the Minister mentions that two years ago the Delegate of the Protomedicato gave orders that the hospital should be closed, and imposed on Dr. Cooper a fine of 50 dollars,

dollars, measures which were not carried out and the repetition of which he does not apprehend, feeling assured that the Government will admit the necessity of recognising the right which Dr. Cooper has of exercising his profession within the above-mentioned limits.

In order to give you the information which you require for replying to the Minister Resident of England, I have, on my side, demanded from the authorities of Valparaiso the information I myself was in want of to be enlightened on a question which in the shape in which it is presented in the note of the English Legation, strongly called for my attention.

The fact that there should exist in the Republic a British Naval Hospital, directed by an *employé* of the English Government, without any subjection whatever to the laws of the country, so openly shocked our legislation on the subject that I might have answered you at once, simply recalling that which our laws prescribe; but I preferred demanding further information, in the hope of thereby finding the reason why the Minister called the hospital of Dr. Cooper the British Naval Hospital, and how it was that that gentleman was invested with the character of an *employé* of the English Government.

The information this Ministry has received from the Intendente of Valparaiso and from the Delegate of the Protomedicato enable me to trace the history of the hospital in question.

There lived among us, in 1836, a certain Mr. Houston, of English nationality, but who obtained the title of doctor in Chile.

Being settled at Valparaiso he was enabled to remark the increasing number of foreigners who reached our shores, and who, having neither relations nor friends, found themselves abandoned in case of illness, and without being in many cases able to find an asylum or treatment in the public hospital, which was insufficient to contain the great number of sick who knocked at its door.

In order to remedy this evil, and at the same time to benefit himself, Dr. Houston established a private hospital, in which he attended both natives and foreigners at a certain fixed rate.

Some time later the said doctor made an agreement with the English Government by which, for a certain sum of money, he engaged to take in and treat in his hospital the seamen of the British Navy who might reach Valparaiso sick.

As you will perceive the title of British Naval Hospital is explained by the nationality of its founder, and not by the agreement to which I have referred, since Mr. Houston would have been disposed to enter into similar agreements with France, the United States, or any other nation, and if he could have made such agreements would probably have given his hospital another name.

In 1848, shortly before his death, Dr. Houston sold his hospital to Dr. Ancran, who had likewise obtained in Chile his title of doctor.

Once in possession of the hospital, Ancran solicited and obtained from the English Government the maintenance of the agreement made with Houston.

In 1859, Ancran in his turn sold the hospital to Mr. Hugh Birt, who had been received as a doctor in Chile, and who likewise obtained from the English Government the same subsidy given to his predecessors.

In 1866 Birt left the country, but not without having previously sold his hospital to Mr. G. Frederick Cooper.

Up to this time, as you will observe, the hospital was conducted in accordance with what is laid down in the laws of the country, since it always had at its head doctors who had received in our university the title that vouched for their competence. The local authorities, therefore, at that time had no complaint to make.

Since the hospital passed into the hands of Mr. Cooper the English Government withdrew its subsidy, and laid down the rule that the sick seamen should be treated in the public hospital of Valparaiso, which, as you know, makes no distinction between nations and foreigners in the exercise of charity.

In 1871 Mr. Cooper, supported by many merchants of Valparaiso, requested and obtained that the English Government should make an agreement with him as they had done with the former owners of the establishment.

What precedes is the history of the British Naval Hospital, and I am convinced that it will suffice to bring it to the knowledge of the Minister Resident of Great Britain, for him to agree that Mr. Cooper holds no public character whatever in our country, and that his hospital holds such still less, since it never ceased to be a private establishment subject in all to our laws.

The fact of its now receiving from the English Treasury a certain quantity of dollars in exchange for the care he is obliged to bestow on the seamen of the Navy cannot withdraw him from the jurisdiction of our laws.

There have existed before now, in Valparaiso, two other private hospitals, respectively named the "American Hospital" and the "French Hospital."

As you will understand, they took their name from the nationality of their founders, and though in them the seamen belonging to the North American and French ships were medically treated, it was never for that reason pretended that they had any public character, or any title to resist the strict application of the laws which, amongst us, regulate the conditions imposed on those who wish to open in this country a hospital, or a pharmacy.



Valparaiso.

I think that in what I have above exposed, you will find sufficient information to show the Minister Resident of Great Britain that on the score of law Mr. Cooper can claim nothing from the Government of Chile, and that he could raise no complaint if to-morrow a fine should be imposed upon him, and that his hospital should be closed.

In fact the Supreme Decree of 15th December 1848, says what follows in its first article: "The treatment of the sick in the hospitals shall be carried out by physicians duly received, at least one for each establishment; and the intendentes and governors are charged with the vigorous execution of this regulation as soon as there is a sufficient number of proper persons duly authorised."

The Supreme Decree of 25th April 1866 says: "Art. 2. The intendentes and governors shall take care that the professions of doctor, surgeon, chemist, blood-letter, and dentist and midwife, shall be exercised only by persons who have a legal title to the same."

These quotations will show the Minister of Great Britain the reason for which, two years ago, the Delegate of the Protomedicato imposed a fine on Mr. Cooper and gave orders to close his hospital, and the reason for which the intendente of the province supported the delegate.

The Supreme Decrees above quoted absolutely prohibit whoever is not a doctor directing the treatment of the sick in a hospital, or whoever is not a chemist keeping a pharmacy, and charge the intendentes with the execution of these ordinances. After what has been exposed, will the proceedings of our authorities astonish the English Legation?

Passing now from what the law says to that which necessity has dictated in practice, you know that there not being in the country, even now, a sufficient number of duly received chemists and doctors, the Government have found themselves in the necessity of tolerating that persons who do not hold those titles should exercise the profession.

In many other cases the right to exercise the profession of physician or chemist has been granted as an especial favour to persons not regularly received, but whose competence was guaranteed by satisfactory accounts, or by a long practice.

When, in 1871, the authorities of Valparaiso gave orders to close the hospital of Mr. Cooper, the Government, doubtless inspiring itself with considerations of prudence, addressed to those authorities the letter I herewith transcribe:—

"In order to take the proper decision in regard to the Notes Nos. 805 and 984, this Ministry requires to know what was the origin of the foundation of the English Naval Hospital, what is the number of beds it contains, and what is the nationality and character of the persons treated in it.

"While you gather this information, and until such time as this Ministry shall adopt some measure respecting it, the said hospital shall continue to be carried on as it has up to this time.

"As regards the fines imposed by the Delegate of the Tribunal of the Protomedicato, you will direct that they are not to be imposed again till the question raised by you as to the right of the Delegate to levy such fines shall have been solved.

"The Fiscal of the Supreme Court has been made acquainted with your Note No. 805, and with a communication of the Tribunal of Commerce respecting it. As soon as the opinion (of the Fiscal) reaches this Ministry, the Government will decide what shall be done in this grave affair.

"This in reply to your notes above referred to."

(signed) "Belisario Prats."

"Santiago, 10 May 1871.

"To the Intendente of Valparaiso."

Since then no new decision has been taken in this affair, and it not having been dealt with in the intervening time, the Government would have the same difficulty in solving it now as then.

Its attention having, however, now been called to it by the Minister of Great Britain, the Government will shortly decide whether it will, or no, concede to Mr. Cooper the permission to continue exercising his profession in Chili.

Before the law Mr. Cooper could not make any reclamation whatever. The recognition of his competence by the Government of Great Britain gives him authority to exercise his profession of physician in the men-of-war of the English squadron, but not in a hospital established in the Republic.

Nevertheless, the said hospital being purely devoted to the treatment of the crews of the British men-of-war, perhaps there may be no objection to authorise its existence.

In this sense will the question be studied, and it will be endeavoured to solve it as soon as possible.

(signed) E. Altamirano.

Don Adolfo Ibañez,  
Minister of Foreign Affairs,  
&c. &c. &c.



— No. 12. —

(M. 11,425.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
1 September 1874.

My Lord,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 14th ultimo, transmitting a Despatch and enclosures from Her Majesty's Minister at Santiago, calling attention to certain objections which have been raised by the Chilian authorities to the right of Dr. Cooper, Surgeon to the British Naval Hospital at Valparaiso, to practice in that establishment.

In returning the Despatch and enclosures referred to, I am to state, for Lord Derby's information, that this Board have no observations to offer on the subject at present.

The Under Secretary of State,  
Foreign Office.

I have, &c.  
(signed) *H. G. Calcraft.*

## M O N T E   V I D E O.

— No. 1. —

(M. 7776.)

Foreign Office to Board of Trade.

Monte Video.

Sir,

Foreign Office, 6 September 1869.

I AM directed by the Earl of Clarendon to request that you will state to the Board of Trade that his Lordship's attention has been called to the very large contribution which Her Majesty's Government have for several years been in the habit of making to the British Hospital at Monte Video, ranging from ninety-seven pounds ten shillings and eight-pence in 1857 to three hundred and thirty-eight pounds in 1866.

Before the establishment of this hospital British merchant vessels were called upon to pay fees towards the maintenance of a Native hospital, where seamen were received without payment; when, however, the British Hospital relieved the Native hospital of this charge, the Monte Videan Government agreed that those fees should be handed over to the British hospital.

It also appears that a great majority of the patients received in the hospital are British seamen in the merchant service, and under these circumstances it seems that the expense of their maintenance should properly be defrayed under the orders of the Board of Trade, as the department which undertakes arrangements connected with distressed British seamen, the amount of fees received from British merchant vessels being credited to the Board.

Lord Clarendon would, therefore, propose that Her Majesty's Chargé d'Affaires at Monte Video should be directed in future to keep a separate account of the amount of those fees and of the expenses of merchant seamen received in the hospital, and at the close of each year to deal with the balance of the two sums in his account with the Board of Trade.

Before sending out instructions in this sense, Lord Clarendon would be glad to receive any observations which the Board may have to offer on the subject.

I am, &c.  
(signed) *Charles Spring Rice.*

The Secretary to the Board of Trade.

Monte Video.

— No. 2. —

(No. 7776.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
11 October 1869.

Sir,

WITH reference to Mr. Spring Rice's letter of the 6th ultimo relating to the British Hospital at Monte Video, I am directed by the Board of Trade to state that, for their assistance in considering the proposal contained in that letter, they would be glad to be furnished with information as to the nature of the fees levied for the support of the Native Hospital, the authority under which they are levied, and the circumstances attending their transfer from the Native to the British Hospital; and also to learn what other hospitals (if any) are supported in a similar manner.

The Under Secretary of State,  
Foreign Office.

I have, &c.  
(signed) *C. C. Trevor.*

— No. 3. —

(M. 696.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 17 January 1870.

IN pursuance of the request contained in your Letter of the 11th of October last, I am directed by the Earl of Clarendon to transmit to you, for the information of the Board of Trade, the accompanying Despatch from Her Majesty's Consul at Monte Video, containing a Report in regard to the fees levied for the support of the Native Hospital at that place, the authority under which they are levied, and the circumstances attending their transfer from the Native to the British hospital.

I am, &c.  
(signed) *Charles Spring Rice.*

The Secretary to the Board of Trade.

Enclosure 1, in No. 3.

My Lord,

Monte Video, 6 December 1869.

WITH reference to Mr. Otway's Despatch, No. 23, Commercial, of 20th October last, referring to Mr. Murray's Despatch, No. 7, of 11th March last, and requiring information with relation to the fees paid to the British Hospital, I have the honour to state as follows:—

The first establishment of the British Hospital at this port was in 1857, the correspondence with reference to which being found in Mr. Thornton's Despatch, No. 27, Consular, of 1857, and Mr. Hammond's, No. 6, Consular, to Mr. Thornton, of 1857.

The fees levied upon ships for the support of the hospital are at the rate of two dollars, or 8 s. 4 d., upon each vessel, with an additional 10 d. upon each member of the crew, so that a ship with 10 hands would pay four dollars, or 16 s. 8 d., for which she has the right of sending any number of the crew into the hospital during the ship's stay in the port.

If no commercial operation is transacted the ship does not pay hospital fees.

Previous to the establishment of the British Hospital the same dues as those above mentioned were charged by the captain of the port upon every ship that anchored in the port, and paid to the Native Hospital.

Upon the completion of the arrangements necessary for the accommodation of patients, Mr. Thornton addressed the Monte Videan Government the request that, as in future the Native Hospital would be relieved of the expense of British patients, the dues upon

British

British ships, till then paid to the Native Hospital, might be permitted to be applied to the support of the newly-established British Hospital.

I have the honour to enclose herewith a copy, with translation, of the 'accession of his Excellency the Minister for Foreign Affairs to Mr. Thornton's application, and from the date of which the fees have been paid to the British Hospital. Such, my Lord, are the only explanations that it is in my power to give to your Lordship as to the authority and circumstances under which the shipping fees were transferred to the support of the British Hospital.

The Right Honourable  
the Earl of Clarendon, K.G., G.C.B.,  
&c. &c. &c.

I have, &c.  
(signed) *J. St. John Munro.*

Monte Video.

Enclosure 2, in No. 3.

(Translation.)

Monsieur le Chargé d'Affaires,

Monte Video, 5 October 1857.

THE Government, having regard to Mr. Thornton's request, contained in his notes of 30th July and 26th August last, has resolved that in future, and in consequence of the establishment of the British Hospital, the hospital dues to which English vessels were subject shall not be levied, to which effect suitable orders have been issued.

And in having the honour to communicate this to Mr. Thornton, I salute him with my highest consideration.

(signed) *Joaquin Requena.*

Edward Thornton, Esq.,  
&c. &c. &c.

— No. 4. —

(M. 696.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
9 February 1870.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 17th ultimo, forwarding a Despatch from Her Majesty's Consul at Monte Video, containing a report respecting the hospitals at Monte Video.

In reply, I am to state, for the information of Earl Clarendon, that the information contained in this Despatch is not enough to enable them to decide how far they can concur in the arrangements suggested in Mr. Spring Rice's letter of the 6th of September last.

The expenses incurred in respect of seamen in the hospitals abroad are in many cases payable by the owners, and it will be necessary for these expenses to be divided from the rest of the accounts respecting them sent home in order to enable this Board to recover from the parties liable.

Before the Board of Trade are able to come to any decision or to make any proposal in the matter, they will, therefore, require to know to what extent the British hospital at Monte Video is free. The fees paid towards the support of the Monte Videan hospital appear to have franked the seamen of the ships which paid it only so long as those ships remained in port. The Board of Trade would therefore wish to be informed whether the same principle rules the relief afforded at the British hospital, and a charge is made after the ship leaves the port, or whether it is entirely free.

When these particulars are received from Her Majesty's Consul at Monte Video they may be in a position to propose some arrangement by which part of the hospital accounts may be included in the Consul's accounts with this department, but the Board of Trade cannot incur any liability with regard to seamen who are not "in distress," in the meaning of the 211th Section of the Merchant Shipping Act, 1854, and therefore it will not be within their province to examine or control accounts which do not relate to such seamen.

I have, &c.  
(signed) *Thomas Gray.*

The Under Secretary of State,  
Foreign Office.



Monte Video.

— No. 5. —

(M. 4093.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 28 April 1870.

WITH reference to your letter of the 9th of February, I am directed by the Secretary of State for this Department to transmit to you, for the information of the Board of Trade, a Despatch from Her Majesty's Consul at Monte Video, giving further information in regard to fees payable to the British Hospital there.

I am, &amp;c.

(signed) *Charles Spring Rice.*

The Secretary to the Board of Trade.

Enclosure in No. 5.

My Lord,

Monte Video, 22 March 1870.

WITH reference to the further information respecting payments made by British shipping to the British Hospital at this port, required by Mr. Gray in his Despatch of the 9th of February last, copy of which has been enclosed to me in Mr. Spring Rice's Despatch, of the present year, I have the honour to state as follows:—

The rule existing with reference to foreign shipping at this port previous to the establishment of the British Hospital, was that each ship should pay the sum of two dollars, whatever might be the tonnage, and an additional 10 *d.* for each of the crew, which payment franked the ship for that visit to the port, and the same arrangement was transferred in favour of the British Hospital upon the completion of that institution.

The charge, therefore, upon the British ship is that of two dollars, and 10 *d.* on each member of the crew, amounting on an average (exclusive of the mail steamers which pay nothing) to 20 *s.* to 25 *s.* per ship, and for this payment the ship is entitled to have any number of her crew admitted, and treated in the British Hospital free of further charge; and should any of the crew be discharged, and left in the hospital when the ship shall have left the port, there is never any additional claim made upon the ship.

But should a ship leave a seaman in the hospital in a dying condition, and the wages due and deposited in the Consul's hands not suffice to meet the funeral expenses at the rate charged for distressed British subjects, I have required the master to leave with me the requisite balance; and in the event of the man recovering, I have remitted the said money left to the address given for that purpose by the master of the ship. Only two or three of such cases have occurred during the 13 years of my residence here.

Believing, my Lord, that the above further explanation will express the information required,

I have, &amp;c.

(signed) *J. St. John Munro.*

The Right Honourable  
The Earl of Clarendon, K.G., G.C.B.,  
&c. &c. &c.

— No. 6. —

(M. 4093.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
19 May 1870.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of Mr. Spring Rice's letter of the 28th ultimo, transmitting a Despatch from Her Majesty's Consul at Monte Video, giving further information in regard to fees payable to the British Hospital there.

I am now to offer the following observations with regard to the proposal contained in Mr. Spring Rice's letter of the 6th September last,\* viz., that a separate account should be kept by the Consul of the amount of the fees received in support

support of the hospital and of the expenses of merchant seamen received there, and the balance dealt with at the close of each year in his account with this Board.

The Board of Trade have power under the Merchant Shipping Acts to make disbursements for British seamen in distress abroad, and where medical attendance is not free, they pay the medical expenses of destitute seamen, and in some cases recover them from the owners.

But in the case of a free hospital like that at Monte Video, it appears to them very doubtful whether seamen, so far as regards medical expenses, can be considered distressed in the sense of the Merchant Shipping Acts. Their relief until cured is, from the moment of entrance, guaranteed partly by fees and perhaps other contributions, and partly by an equal amount authorised to be paid out of the Consular Vote. For this reason alone the Board of Trade are advised that they have no power to pay out of any fund at their disposal any deficit in the funds of the hospital.

They are also clearly of opinion that they should not undertake the examination of accounts over which they have no authorised control.

There are in addition several matters of detail, such as the recovery of expenses from owners in certain cases, and the payment of them out of seamen's wages in others, which are part of the system of relief extended by the Board of Trade to distressed seamen under the Merchant Shipping Acts, but which are incompatible with the principle upon which the hospital at Monte Video is established and conducted.

But while it appears to this Board that the two systems are irreconcilable, and that they have no power to perform the duties which Lord Clarendon proposes to transfer to them, they are disposed to agree in his opinion, that the expenses of the maintenance of distressed British seamen at Monte Video should, as at most other ports abroad, be defrayed under the orders of this Board. Before, however, this can be done, it will be necessary either that the principle upon which the hospital is conducted should be changed, or that the powers vested in the Secretary of State by the Act 6 Geo. 4, c. 87, in respect of hospitals, should be transferred to them.

They are not, however, in a position to advise as to which of these alterations would be preferable, for while, on the one hand, it is undoubtedly desirable that one rule with regard to the relief of distressed British seamen should obtain at all ports, on the other the Board of Trade would hesitate to advise the disturbance of a system which, as far as they know, has hitherto worked well.

In order, therefore, that they may be in a better position to judge of the merits of the system at Monte Video, they would be glad to be furnished with a return for the last five years, showing the amounts received in each year in support of the hospital, and the sources from which they were derived; the number of patients, distinguishing British seamen, and the average stay of each in hospital.

The Under Secretary of State,  
Foreign Office.

I am, &c.  
(signed) *Thomas Gray.*

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— No. 7. —

(M. 7743.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 31 August 1870.

I AM directed by Earl Granville to transmit to you, to be laid before the Lords of Trade, a Despatch from Her Majesty's Consul at Monte Video, containing the information relative to the British hospital at that place, requested in your letter of the 19th of May.

The Secretary to the Board of Trade.

I am, &c.  
(signed) *Odo Russell.*

Monte Video.

## Enclosure in No. 7.

My Lord,

Monte Video, 26 July 1870.

With reference to the answers upon certain points connected with the British Hospital Establishment at this port, required in Mr. Hammond's Despatch, No. 12, of 8th June last, I have the honour to enclose returns taken from the hospital books, which furnish the desired information as nearly correct as it is to be obtained.

From the statements of the balances of the yearly deficits beyond the total receipts, your Lordship will observe that the establishment has not been able to avoid incurring a debt to the amount exhibited, and which I have not thought it right to conceal from your Lordship, but which debt, with good management, I hope will be considerably reduced this year.

The debt has been principally occasioned by enlargement of the accommodation, made at the expense of the hospital, the very heavy expenses incidental to the cholera visitation in 1868, and the greatly increased prices of provisions in the last two years, the subscriptions not having increased in proportion, and the contribution of Her Majesty's Government having become less in 1868 than in former years.

The reduction of the naval strength on the station, and the fact of Her Majesty's ships having been very little at this port during the current year, have decreased the amount of assistance from that quarter.

I cannot, my Lord, express in too strong terms the great advantage that this institution is to the British merchant shipping, and to the British generally at this port, or who come into Monte Video from the interior, or the hope that no measure may be adopted by Her Majesty's Government which may tend to impair its efficiency.

I have, &amp;c.

(signed) *J. St. John Munro.*

The Right Honourable  
The Earl of Clarendon, K.G., G.C.B., &c. &c.

## Sub-Enclosure in Enclosure, in No. 7.

STATEMENT of RECEIPTS in support of the BRITISH HOSPITAL at *Monte Video*  
for the Years 1865 to 1869, inclusive.

FOR THE YEAR.	1865.	1866.	1867.	1868.	1869.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
From British residents - -	328 7 7	358 4 9	353 18 2	407 2 11	356 7 8	1,804 1 1
Voluntary contributions - -	1 14 5	1 11 8	- 15 7	2 15 4	3 - 9	9 17 7
British Merchant Ships - -	209 2 -	323 5 4	368 13 6	372 1 10	324 6 9	1,596 9 5
Royal Navy patients - -	262 18 -	275 5 9	85 11 11	30 15 11	144 18 4	799 9 11
Private patients - - -	11 19 8	49 2 9	116 8 9	81 6 8	159 5 9	448 3 7
Bequests and Donations:						
The heirs of the late J. J. Le Bas.	- -	- -	- -	- -	100 - -	100 - -
Through Her Majesty's Consul, from the Chief of Police.	- -	- -	- -	- -	12 - -	12 - -
Contribution by Her Majesty's Government.	325 8 11	326 17 6	349 6 5	300 - -	300 - -	1,601 12 10
Balance deficit between Receipts and Expenditure.	67 14 6	28 6 9	*2 2 5	219 2 8	338 15 4	946 16 10
Yearly Expenditure being -	1,207 5 1	1,356 14 6	1,272 11 11	1,713 5 4	1,762 14 7	7,218 11 5

\* Surplus.

In 1870 the total received for Patients of the Royal Navy has been 22 £. to present date.

Monte Video, 26 July 1870.

(signed) *Edward Cooper,*  
Treasurer.

I hereby certify that I have compared the above statements with the  
Hospital Books, and have found them to agree.

(signed) *J. St. John Munro,*  
Her Britannic Majesty's Consul.



NUMBER of PATIENTS admitted into the BRITISH HOSPITAL at *Monte Video* in the Years 1865 to 1869, inclusive.

YEARS.	1865.	1866.	1867.	1868.	1869.	TOTAL.
Number of Patients -	268	333	357	436	410	1,804

Of the above 1,804 patients, 1,453 were British seamen.

The average stay of each patient in the hospital has been from 15 to 20 days.

The number of British seamen who have received treatment from the hospital without extra charge to the ship has been, in the five years, 470 as *Outdoor Patients*.

(signed) *Thomas Dick Lawrie,*  
Medical Officer.

I hereby certify that I have compared the above statement with the Hospital Books, and that I believe it to be correct.

(signed) *J. St. John Munro,*  
Her Britannic Majesty's Consul.

(M. 5903.)

— No. 8. —

Mr. *Monkhouse* to Board of Trade.

Sir,

Belvedere, 5 July 1871.

WITH reference to your letter of the 13th September last, relating to the British hospital at Monte Video, I have the honour to report—

The questions raised in the correspondence between the Foreign Office and the Board of Trade relating to this hospital appear to be of a purely financial character.

The facts of the case appear to be as follow : The hospital was established by the British residents in Monte Video in the year 1857, in consequence of the neglect with which British subjects were treated in the native hospital, and the constant endeavours of the priests and sisters of charity to convert them. In consequence of an appeal by Mr. Thornton, then Her Majesty's Minister at Monte Video, the Foreign Office assisted the subscriptions of the residents by a grant of 90 *l.* odd in 1858. (*See Enclosures A. D.*) In 1859 the Foreign Office granted 265 *l.* odd, and they have made a contribution yearly since then, apparently fluctuating in amount according to the yearly needs of the institution. In 1868 it was 349 *l.*, but in 1869, 300 *l.*, as though it were intended to assist in meeting the current expenses. (*See Enclosure D.*)

In this hospital are treated British Navy patients, British merchant seamen, British destitute subjects not seamen, and a few private patients.

How large a majority (more than three-fourths) of these patients are British merchant seamen will be shown by the following Table :—

YEAR.	Merchant Seamen.	Others.	TOTAL.
1865 - - - -	217	51	268
1866 - - - -	261	72	333
1867 - - - -	277	80	357
1868 - - - -	361	75	436
1869 - - - -	337	73	410
1870 - - - -	253	79	332
TOTAL for Six Years - -	1,706	430	2,136

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The Board of Trade have, however, never contributed, nor have been asked to contribute, any sum towards the hospital, and therefore nothing has hitherto been paid out of the Vote for the Relief of Distressed British Seamen for medical expenses at Monte Video, and such part of the cost of merchant seamen which the tax on shipping was inadequate to cover has hitherto been borne by the other funds of the hospital.

The following Table will show that the tax yields just about half the amount of the cost of the treatment of merchant seamen :—

YEAR.							Fees.			Expenses of Treating Merchant Seamen.			Difference.		
							£.	s.	d.	£.	s.	d.	£.	s.	d.
1865	-	-	-	-	-	-	209	2	-	487	13	2	278	11	2
1866	-	-	-	-	-	-	322	5	4	527	1	7	204	16	3
1867	-	-	-	-	-	-	368	13	6	555	9	-	186	15	6
1868	-	-	-	-	-	-	372	1	10	986	6	3	614	4	5
1869	-	-	-	-	-	-	324	6	9	791	12	6	467	5	9
1870	-	-	-	-	-	-	316	18	2	591	14	-	274	15	10
TOTAL - - - £.							1,913	7	7	3,939	16	6	2,026	8	11

The hospital has therefore lost about 2,000 *l.* in the last six years (or about 330 *l.* a year, on the average) from the treatment of merchant seamen.

\* See No. 1, page 29.

These being a few facts of the case, it is not suprising that the Foreign Office should have proposed, in Mr. Spring Rice's letter of the 6th September 1869,\* that a separate account should be kept by the consul of the amount of fees received in support of the hospital, and of the expenses of merchant seamen received there, and the balance dealt with at the close of each year in his account with the Board of Trade.

† See No. 6, page 32.

To this proposal the Board of Trade did not think it right to accede, for the reasons stated in their letter to the Foreign Office of the 19th May 1870,† and they instructed me to inquire into the whole subject when I arrived at Monte Video.

Accordingly, I put myself in communication with the officers and committee of the hospital, and a meeting took place at the Consulate, at which Major Munro (Her Majesty's Consul), the Reverend S. Adams (the chaplain), Mr. Cooper (the treasurer), and others of the committee of the hospital were present.

It was then represented to me that the funds of the hospital were unusually low in consequence of the non-receipt of the usual grant from the Foreign Office, and the very depressed state of trade by reason of the civil war, which had obliged all the mercantile firms to retrench their expenses, and prevented the holding of a bazaar which had been projected for the benefit of the hospital.

They urged the importance of keeping up the hospital on its present footing, and the continuance of the Foreign Office grant.

In reply, I thought it right to point out what I considered unsatisfactory in the financial system by which the hospital was supported.

Leaving aside the private patients and the Royal Navy patients, which paid directly for themselves, there were two classes of patients left—British seamen, and pauper British subjects. The former were, in theory, paid for by the tax upon shipping, but this tax only covered half the cost; the remainder, as well as the cost of the British subjects not seamen, were paid for by voluntary subscriptions.

As far as the subjects not seamen were concerned, the Board of Trade were not



not interested. These men are principally "loafers" who have tried life in the camp (country) and have failed, and as such, might be considered proper objects of charity by the residents at Monte Video, they being utterly friendless and destitute, or they might be paid for by the Government, though not the Board of Trade.

With regard, however, to the seamen, they were the servants of shipowners not belonging to Monte Video, and the merchants of that place were in no way bound to provide a free hospital for them. If they were destitute, and if the shipowners were not liable by law to pay for them, there was a Government fund out of which their medical expenses could be paid (*viz.*, the Vote), and they (the merchants) were therefore not assisting these destitute men, but assisting either the shipowners or the Vote, and if the men were not destitute their expenses might be defrayed out of their wages. If, however, out of charitable motives they thought fit to return the men their wages, and to pay their medical expenses themselves, they could not expect to be repaid.

The other subjects of conversation were principally three:

1. The Tax on Shipping.
2. The Foreign Office Grant.
3. The proposed Transfer to the Board of Trade.

1. *The Tax*.—This tax is "at the rate of 2 dollars, or 8 s. 4 d., upon each vessel, with an additional 10 d. upon each member of the crew." It is only paid by ships transacting business at the port. In return for it the hospital is absolutely free to all the seamen belonging to the ships paying it, no extra charge being made if they sail away leaving men in hospital.\*

The tax was formerly levied in aid of the native hospital, but on the establishment of the British hospital the tax was remitted in the case of British ships.

The tax is now remitted altogether by the Government, and therefore British ships are the only ships who have now to pay it.

The Monte Videan Government appear to have simply remitted the tax on British ships, and not to have given their authority to the levy of the tax for the purposes of the British hospital.

It is therefore very doubtful indeed whether there is any absolute right to levy this tax authoritatively, and in the event of a shipmaster refusing to pay it, whether the Government would lend its assistance to enforce the payment.

Under these circumstances I suggested whether it might not be better, as the tax only paid half the ship's expenses, was uncertain, *i.e.*, did not fluctuate yearly in proportion to the yearly expenses, and was levied under questionable authority, to abolish the tax, and establish a daily rate per man sufficient to cover all expenses. This would assure the meeting of current expenses, and shipowners, seamen, and the Vote could bear their proportion as at other ports.

The principal objection urged to this was that masters would neglect or delay to send men to hospital, whereas under the present system they had no interest in doing so.

2. *The Foreign Office Grant*.—This is stated to be granted under the Act 6 Geo. 4, c. 87. Under this Act the Consul may, "in obedience to any order to be for that purpose issued by His Majesty through one of his Principal Secretaries of State," "advance and pay, for and towards the purposes aforesaid, or any of them" (in this case the expense of erecting, purchasing, or hiring any building to be used as a hospital for the reception of His Majesty's subjects), "any sum or sums of money not exceeding in the whole in any one year the amounts of money raised in that year by voluntary contributions."

The Act, however, does not seem to give any power to contribute towards the current expenses of a hospital as it does in the case of churches and chapels; and as this point seemed to have been overlooked and was important, I requested that I might be furnished with a statement showing respectively the amounts contributed

\* Only if there is a chance of a man dying, the Consul has been in the habit of demanding a deposit from the master of sufficient money to pay his burial expenses, a good custom, but one for which there is no instruction or legal warrant.



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contributed by the Foreign Office and the sums raised by voluntary contributions towards the hiring or building of the hospital. (*See* Enclosures C, D, E, and F.)

3. *The proposed Transfer to the Board of Trade.*—I pointed out that, for reasons already given by the Board of Trade to the Foreign Office, it was very doubtful whether they had any power to contribute to the funds of the hospital, as at present constituted, but that if the system of a payment of so much per man per day were adopted, the Board might doubtless pay for distressed seamen there as at other ports. I also suggested that as the hospital has since its establishment paid a large sum for the medical relief of distressed British seamen which would usually be borne by the Vote, it would be as well that I should be furnished with a statement showing the actual loss which the hospital had suffered from relieving merchant seamen, *i.e.*, the balance left after deducting the shipping fees from the gross cost of their medical expenses. (Enclosure D.)

It will be seen from the enclosure (F.) in the accompanying copy of a letter from the Reverend S. Adams, which gives the information I required, that the sum raised by voluntary contributions towards the building fund is 21,161 dollars, or about 5,000 *l.*; and that the total sum contributed by the Foreign Office is about 3,575 *l.* (including 300 *l.* for 1870 not yet received, I believe, but am not quite sure). (Enclosure D.)

Of this total sum of 8,575 *l.*, however, only about 7,500 *l.* appear to have been expended in building and hiring; *viz.*, 5,000 *l.* in building (reducing debt) and 2,500 *l.* in rent (interest on remainder of debt). The rest, *viz.*, about 1,075 *l.*, has probably been used in current expenses.

It will also be seen from another enclosure in Mr. Adams's letter and from a table already given in this report, that in the last six years merchant seamen have cost the hospital 2,026 *l.* 8 *s.* 11 *d.* more than it has gained from the tax on shipping. So that since its establishment in 1857, or a little more than 13 years ago, it has probably paid about 3,000 *l.*, which would at most other ports have had to be borne by the Board of Trade. The exact amount would be difficult to discover, as that which would have been recovered from owners and that of the wages returned to those seamen who should have paid for themselves as far as they could, would have to be deducted from the gross amount of loss to determine it.

It must also be remembered, if the Board of Trade should think it right to entertain the question of granting a sum to the hospital in consideration of these past services, that the Native hospital which it took the place of, made no charge whatever on the Vote.

This Native hospital is a very large and handsome building, and has ample revenues, principally derived from lotteries specially authorised by the Government; it has the means of supplying every comfort to the patients, is furnished with the latest surgical appliances, and visited by doctors, European and Native. Dr. Fleury, an Irishman, of great skill in his profession, has managed by perseverance and tact to overcome many of the native prejudices, and has introduced the most salutary reforms into the hospital, and it is remarkable that he, being a Protestant, should have been able to gain such victories in a Catholic hospital ruled over by a body of bigoted religious women and clergy. As it is, he is theoretically under the orders of the lady superintendent, and can do nothing without her permission.

I had never visited a finer hospital or one apparently better ordered, and I was at first inclined to believe that it would be far better that our seamen should go there than to keep open the British hospital, and therefore consulted Dr. Fleury on the subject. Dr. Fleury has no connection whatever with the British hospital, and is, therefore, unbiassed. He, however, I regret to say, informed me that the system of spiritual persecution (for it amounts to that) to which all Protestant patients are subjected, still continues as forcibly as in 1857, when it was thought by Mr. Thornton sufficient reason for establishing a separate hospital for British patients. With his Catholic patients he has every reason to be contented, but he affirms that the Sisters\* will pay little

or

\* These Sisters, who are principally, I believe, Italian or Portuguese, are not such good nurses as the French Sisters in Chile and Peru, and do comparatively little in the way of temporal ministration.

or no attention to the bodily wants of Protestants, but direct every effort to convert them, giving them no peace until their object is attained. Then, and not till then, they pay regard to their bodies.

The letter from Mr. Adams corroborates these statements of religious persecution of patients, and gives the result of his own experience.

It remains to be proved how far religious toleration in the hospital could be secured by a representation from Her Majesty's Government, but in Mr. Thornton's time his efforts were unavailing. Nor do I think, as the Banda Oriental Government have first foregone their fees in favour of our hospital, and have now abolished the fees in respect of other shipping, that we are in a favourable position to ask them to receive our seamen on our own terms, or that the present Government is likely to institute a reform which would bring them into collision with the clergy.

Therefore there seems no alternative but the support of the British Hospital, and there is no doubt that it is an excellent institution, well deserving it. The question is altogether one of finance. There are two main subjects to consider.

1. The Debt.
2. The Revenue.

1. *The Debt.*—The hospital is in debt. For the sufficient reasons given in Mr. Adams' letter it was resolved in the year 1865 to remove the hospital from the hired building in which it had been since its establishment in 1857, and to build one on a site purchased for the purpose. This site has been well chosen, being on the shore near the port. The cost of site and building was \$36,100, of which about \$24,500 have been paid, leaving a deficit of \$11,500, or about 2,200 *l.* which remains a debt, the yearly interest of which at ten per cent. (described as "hire" in Enclosure (E)) has to be paid out of the income of the hospital. This is a most serious charge on the revenue, and it would be desirable on all grounds to get rid of it. The original cost of the present hospital was about 7,000 *l.*, and the rent of the old one and the interest on the debt of the new have amounted to 2,500 *l.* in the 14 years, so that if the debt is paid off now, the whole sum expended in building and hiring hospital accommodation at Monte Video will have been about 9,500 *l.* As has been seen, voluntary subscriptions have raised 5,000 *l.* as against about 3,500 *l.* contributed by Her Majesty's Government. If 1,000 *l.* more are raised the whole of the expense of building and hiring will have been contributed, and if my view of the provisions of the Act 6 Geo. 4, c. 87, be correct, it will be within the power of the Foreign Office to decide whether, or not, they will authorise the Consul to pay this amount. If this were done the hospital would still be in debt about 1,000 *l.*, as, as before explained, about so much of the gross sum granted by the Foreign Office has not been devoted to the building fund as I think it should have been, and I would venture to submit to the consideration of the Board of Trade whether in consideration of the relief afforded by the hospital to the vote during the last 14 years some grant might not be made out of that vote in liquidation of this sum.

2. *The Revenue.*—The revenue from British merchant seamen is all that need be considered here. Navy and private patients are paid for at so much per man, and the Board of Trade is not concerned with British subjects not seamen.

The present provision for the payment of the cost of merchant seamen is inadequate. The tax on shipping only produces half of it, and the remainder becomes in effect a charge upon the British residents at Monte Video who have generously borne it for many years, in addition to the cost of other patients.

Theoretically, British shipping should pay the whole cost of their seamen, and I know no fairer or better system than a properly proportioned hospital tax to be paid by all ships, whether they send men to the hospital or not.

But a tax which only covers half the cost is worse than none, being a kind of continual composition for shipping liabilities at 10 *s.* in the pound.

If the present tax is continued, who is to pay the other 10 *s.*? The Monte Videans should not, nor the Foreign Office, nor could the Board of Trade, even if they have the power, without making a special case of it.



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To double the tax would be theoretically the best thing, but seeing the imperfect authority under which the present tax is levied it would seem impossible without the assistance of the Monte Video Government.

On the whole, I see no practical way of assuring the regular yearly payment of these expenses, but the abolition of the tax and the charge of so much a day for each man received. The shipowner, the Board of Trade, and the seamen would then bear their legal proportion of the cost.

The two objections to this plan in the opinion of the gentlemen at Monte Video are,

1. That masters would neglect or delay to send men to the hospital.
2. That the balances of seamen's wages would be exhausted in their medical expenses

These objections hold good at all ports where hospitals are not free, and unless the residents at Monte Video are prepared to render the hospital free by paying the deficiency in the tax, I do not see how they are to be obviated.

With regard to the first objection, there is some ground to fear that occasional instances may occur in which masters may consult economy in preference to a seaman's health, but with regard to the latter, it is plainly a case not of justice, but of charity, and if the residents at Monte Video think it hard that a seaman's wages should be swallowed up in his medical expenses, it is clearly in their power to prevent it under whatever system the hospital may be administered.

I have, &c.  
(signed) *W. Cosmo Monkhouse.*

The Assistant Secretary, Marine Department,  
Board of Trade.

Enclosures in No. 8.

(A.)

My Lord,

Monte Video, 1 August 1857.

It has been observed for some time past that British subjects, who, from illness, have been obliged to seek refuge in the Native hospital of this town, have been sadly neglected, and have never found an attendant able to speak English to whom they could communicate their wants. Constant endeavours are likewise used by the priest, and by the Sisters of Charity, who have lately arrived, to convert the patients from the Protestant to the Roman Catholic religion; and the consequence of resistance to their wishes has been absolute neglect. During the late prevalence of the yellow fever the directors of the hospital deemed it necessary to dismiss some Englishmen who were suffering from chronic diseases, and who would have been without medical assistance but for the charity of their countrymen.

I have in vain remonstrated unofficially with the committee of the hospital; if not unwilling, they are unable to put a stop to these proceedings.

Under these circumstances the British residents have determined to subscribe for the establishment of a private hospital where their sick countrymen may be properly attended to. I have the honour to enclose a list of the amounts which have already been subscribed for this purpose. A house has been hired which is large enough to receive as many patients as there are likely to be among the present number of British residents, and is now ready for their admission. I have therefore been requested by the subscribers to inquire whether your Lordship will be able to recommend Her Majesty's Government to grant them some assistance in their efforts for the relief of their countrymen.

The yellow fever having once invaded Monte Video it seems not improbable that it may renew its visits, in which case the experience of the late distressing season has proved how desirable an establishment of the above nature would be.

The Earl of Clarendon, K.G.

I have, &c.  
(signed) *Edward Thornton.*



(B.)

My dear Sir,

Monte Video, 16 May 1871.

I FANCY that you will probably proceed to England from Rio by the "Douro," and I therefore write to you by her, on the points concerning our hospital, on which you desired some information.

You wished me to state, first, the reasons which 14 years ago induced the British community in this city to provide a private hospital for their sick poor, instead of continuing to make use of the native hospital, as they had previously done; and, secondly, to state why, four years ago, it was considered to be advisable to purchase a site and build a hospital, instead of renting premises, as we had done up to that time.

The reasons for the establishment of an exclusively British Hospital are set forth in a letter, addressed by Mr. Thornton to Lord Clarendon, of which I enclose a copy. The objections stated by him to our making use of the Native Hospital still exist in full force; I will mention the cases of three patients in illustration.

1. In the early part of the year 1868, Mrs. Hardaker, the wife of an English farmer, was removed by her husband from the Native Hospital to our hospital, not only because of the persistent refusal to allow her to send for me to visit her, but because of the unceasing attempts by night and by day, now by threats and now by entreaties, to induce her to change her religion. He felt that she was kept in such a state of mental misery that there could be no reasonable hope of her recovery, if she remained there. She was a patient in our hospital for 18 months when she died.

2. In February 1868 I met in the street about six o'clock in the evening the manager of the gasworks in this city, who informed me that he had sent a note to my house to request me to go, as soon as possible, to visit one of their men, who had been attacked with cholera, and who was "earnestly desirous" to see me, but he added that he had by mistake been taken to the native cholera wards, instead of to our hospital. I told him that I feared that I should not be allowed to see him, but that I would of course make the attempt. On reaching the entrance of the courtyard of the hospital, I saw a native gentleman with whom I was acquainted, and on inquiring from him whether the man in question was not there, he replied in the affirmative, and immediately proceeded at a rapid pace to the room in which he was, passed up the room among the Sisters of Mercy and brought me to the man's bedside. The man seemed delighted to see me, and I remained with him for about half an hour, when, as he felt an inclination to sleep, I took leave of him, promising to return the following morning at eight o'clock. Then seeing a doctor whom I knew in the room, I went up to him, and he asked me how I had managed to get in, and when I told him, he replied that the nurses and Sisters of Mercy had taken me for a doctor. On the following morning before seven o'clock a messenger came to my house, to give me notice not to go down to the hospital, that if I did I should not be admitted, and that the man had changed his religion during the night. On the following day the sub-manager of the gasworks told me that he had seen the man on the previous afternoon, and that he observed that he supposed that I had been refused admittance, as I had not visited him at eight o'clock in the morning as I had promised. He admitted that he had declared his willingness to become a Roman Catholic, observing in justification of his having done so, that he feared that in case he refused he might be neglected and annoyed, and that, in his critical state, such neglect and annoyance might cost him his life, and that further, there were many points which Protestants and Roman Catholics believed in common.

3. About three months ago a German Protestant, who was in the employ of an English shipchandler, was reported to me by the steward of our hospital, who also acts as a dresser in the native hospital, as being very ill, and as complaining bitterly of the constant annoyance he received from the priest and the Sisters of Mercy in their endeavours to induce him to become a Roman Catholic. He was considered too ill to be removed to the British hospital, but one day when his employer went to see him, he found the priest trying to induce him to confess. The employer then, with the man's concurrence, removed him to his lodging, where he died in an hour after reaching it.

I mention these three cases because many persons, as well as myself, are aware of the circumstances, and they admit of easy proof.

Then as to the second point, why we considered it desirable to *build* a hospital instead of continuing to rent premises.

The lease of the house we had occupied was about to expire, and we could not renew it, as it did not possess sufficient accommodation for the increased number of patients for whom we had to provide. We were frequently obliged to send away patients whom we ought to have admitted; the servants had frequently to sleep on the floors of the rooms in which the patients were; we had no separate accommodation for infectious cases, and on one occasion, when small-pox declared itself, some, who had recovered from other diseases, were attacked by it, and one died; while on another occasion a corpse remained

Monte Video.

screened off in a room with another patient for 36 hours. We accordingly looked round for a house possessing a sufficient number of rooms, but we were unable to meet with one in a suitable situation, on which we should not have been obliged to lay out a large sum for alterations and additions, and which, after all, would have been defective in many ways. We accordingly determined to build; and we have now a hospital with all the usual appliances, affording accommodation for about 50 patients, which will probably meet our wants for some years to come, while in case of necessity arising at a future day, wards can be added at a trifling expense. The cost of the site and building and the amount contributed by British residents towards it, appears from Mr. De Lisle's statement, which I enclose (Enclosure F.) The debt at first was 14,940.46 dollars gold, but it has been reduced by 3,000 dollars, so that the present debt is 11,500 dollars. The sum of 3,579.28 dollars mentioned under the head "account showing reduction of loan," was collected by me in England, but almost *entirely* from the same houses which had contributed previously here, through their managers or partners resident in Monte Video. The debt is a very serious burden upon us, and we shall have great difficulty in paying it off. We purpose holding a bazaar as soon as the times improve, but at present it is not practicable.

As regards Mr. Cooper's statements, I think that the additional paper, which I enclose (Enclosure D.) from him, will explain all the difficulties and apparent discrepancies which you found in them. The Government contribution for any year was not received until the following year.

Trusting that I have supplied you with all the information you asked me for,

W. C. Monkhouse, Esq.

Believe me, &c.  
(signed) Samuel Adams.

(C.)

## BRITISH HOSPITAL.

	1865.	1866.	1867.	1868.	1869.	1870.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
<b>PAYMENTS:</b>						
Current expenses, as per annual accounts rendered - }	1,207 5 1	1,356 14 6	1,272 11 11	1,713 5 4	1,768 14 7	1,295 16 8
<b>RECEIPTS:</b>						
Contributions, &c., as per statement of 20 February 1871 - }	604 19 8	684 4 11	556 14 5	522 - 10	805 12 6	519 7 5
Fees from British merchant shipping - - - }	209 2 -	322 5 4	368 13 6	372 1 10	324 6 9	316 18 2
Contributions from Her Majesty's Government received April, 1866, and following years - - - }	325 8 11	326 17 6	349 6 5	300 - -	300 - -	Not yet received.
Deficit, being difference between amount asked for from Her Majesty's Government and the amount received as, see statement of 26 July 1870 - }	67 14 6	23 6 9	Surplus deducted from Total. 2 2 5	519 2 8	338 15 4	—
<b>TOTALS - - - £.</b>	1,207 5 1	1,356 14 6	1,272 11 11	1,713 5 4	1,768 14 7	—

(D.)

BRITISH HOSPITAL.

TABLE showing Proportion of BRITISH SEAMEN to TOTAL PATIENTS admitted during the Years 1865, 1866, 1867, 1868, 1869, 1870, and the Estimated Loss in each Year in their Treatment.

	1865.	1866.	1867.	1868.	1869.	1870.	TOTAL.
Patients admitted - - -	268	333	357	436	410	332	2,136
Seamen being - - -	217	261	277	361	337	253	1,706
Current Expenses - - -	£ s. d. 1,207 5 1	£ s. d. 1,356 14 6	£ s. d. 1,272 11 11	£ s. d. 1,713 5 4	£ s. d. 1,768 14 7	£ s. d. 1,295 16 8	£ s. d. 8,608 8 1
Deduct:							
Contributions from British Resi- dents, Bequests and Donations, Voluntary Subscriptions, Royal Grants, Patients, and Private Donations	604 19 8	684 4 11	556 14 5	522 - 10	805 12 6	519 7 5	3,662 19 9
	602 5 5	672 9 7	715 17 6	1,191 4 6	963 2 1	776 9 3	4,945 8 4
Seamen's Proportion of above -	217 268 ths = 487 13 2	261 333 rds = 327 1 7	277 357 ths = 555 9 -	361 436 ths = 986 6 3	337 410 ths = 791 12 6	253 332 nds = 591 14 -	3,939 16 6
Loss to Hospital - - -	£. 278 11 2	322 5 4	368 13 6	372 1 10	324 6 9	316 18 2	1,913 7 7
	£. 278 11 2	204 16 3	186 15 6	614 4 5	467 5 9	274 15 10	2,026 8 11

Monte Video, 20 February 1871.

(signed) Edward Cooper, Treasurer.

TABLE of AMOUNTS actually Received from Her Majesty's Government towards the Support of the BRITISH HOSPITAL, since its Establishment in 1857.

	£. s. d.		£. s. d.
April 1858 - - -	90 14 7	May 1865 - - -	159 5 8
April 1859 - - -	265 16 6	April 1866 - - -	325 8 11
June 1860 - - -	280 19 7	June 1867 - - -	326 17 6
June 1861 - - -	323 1 7	June 1868 - - -	349 6 5
May 1862 - - -	330 9 6	April 1869 - - -	300 - -
June 1863 - - -	280 1 9	July 1870 - - -	300 - -
May 1864 - - -	242 10 2		£. 3,574 12 2

Monte Video, 20 February 1871.

(signed) Edward Cooper, Treasurer.



Monte Video.

(E.)

NOTE of AMOUNTS paid for Hire of BRITISH HOSPITAL BUILDING since the Year 1857.

		\$		\$.	m/n.
July to December - 1857	- -	360	old currency, equal to	288	00
January to December 1858	- -	720	" "	576	00
" " 1859	- -	720	" "	576	00
" " 1860	- -	870	" "	696	00
" " 1861	- -	1,088	" "	870	40
" " 1862	- -	1,080	" "	864	00
" " 1863	- -	-	-	864	00
" " 1864	- -	-	-	864	00
" " 1865	- -	-	-	864	00
" " 1866	- -	-	-	864	00
" " 1867	- -	-	-	872	00
" " 1868	- -	-	-	1,256	65
" " 1869	- -	-	-	1,200	00
" " 1870	- -	-	-	1,200	00
13½ years' rent being		-	-	11,855	05

11,855 05 m/n. c. 4 \$. 70, pr. £. 1=£. 2,522. 7 s. 0 d. sterling.

E. and O. E.

Monte Video, 20 February 1871

(signed) *Edw. Cooper,*  
Treasurer.

(F.)

## BRITISH HOSPITAL BUILDING.

	\$.	\$.
Cost of site and building - - - - -	35,895 97	
Less net proceeds of wooden sheds found on site and sold at auction - - - - -	116 50	
		35,779 47
Peter Beare, architect - - - - -	- - -	300 00
Charges - - - - -	- - -	22 30
		36,101 77
Original fund from British residents, through E. Thornton, Esq., Her Britannic Majesty's Consul General, &c.	10,851 54	
Interest on same - - - - -	385 53	
Amount of subscriptions through the British chaplain from British residents - - - - -	9,924 24	
		21,161 31
Deficit Specie - - - \$.		14,940 46
Amount of Loan - - - - -	\$.	12,500 currency.
" " - - - - -		2,000 specie.
	\$.	14,500

## ACCOUNT showing Reduction of LOAN.

Total amount of loan, as above - - - - -	\$.
Amount collected through the Reverend Samuel Adams, \$ 3,579.28, which enabled six bonds of \$ 500 each to be paid off - - - - -	14,500
	3,000
	\$.
	11,500
<hr/>	
Bonds outstanding - - - - -	\$.
" " - - - - -	9,500 currency.
	2,000 specie.
	\$.
	11,500

Monte Video, 15 May 1871.

Albert De Lisle, Treasurer.

## — No. 9. —

(M. 5903.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
24 August 1871.

Sir,

WITH reference to previous correspondence respecting the British hospital at Monte Video, I am directed by the Board of Trade to transmit to you, for the consideration of Earl Granville, the accompanying report by Mr. Monkhouse on the subject.\*

The Board of Trade are disposed to think that, under the circumstances stated by Mr. Monkhouse, it would be better to abolish the tax at present levied at Monte Video on British shipping, and establish a rate to be paid for patients at so much a day. The Board would, in that case, undertake to pay the medical expenses of distressed British seamen as at other ports, and shipowners would bear their proper proportion of these expenses, which under the present system they do not. The rate should be fixed at a point which would cover the whole current expenses.

With regard to the debt of the hospital (about 2,000 £.), the Board of Trade direct me to state that there appears to them a foundation of a claim for assistance from Her Majesty's Government in liquidating it.

The Board of Trade would be glad to be favoured with his Lordship's views upon these points.

The Under Secretary of State,  
Foreign Office.I have, &c.  
(signed) Thomas Gray.\* For Enclosure,  
see No. 8, page 35.

## — No. 10.—

(M. 7891.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 4 September 1871.

I AM directed by Earl Granville to state to you, for the information of the Board of Trade, that his Lordship concurs in the views expressed in your letter of the 24th ultimo in regard to the British hospital at Monte Video; the statement of the case given in Mr. Monkhouse's report, in which the facts are very clearly set forth, showing that the course proposed by the Board of Trade is the manner in which it is most advisable to deal with this question.

With regard to the debt of the hospital, I am to suggest that the best and simplest course would be for an understanding to be come to on the subject between the Boards of Trade and Treasury, by direct communication between the two departments.

The Secretary to the Board of Trade.

I am, &c.  
(signed) Odo Russell.

Monte Video.

— No. 11.—

(M. 7891.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
9 November 1871.

Sir,

WITH reference to Mr. Odo Russell's letter of the 4th September last, conveying the concurrence of Earl Granville in the views of this Board with regard to the British hospital at Monte Video, I am directed by the Board of Trade to suggest, for his Lordship's consideration, whether some representation might not properly be made to the Government of the Banda Oriental of the causes which practically prevent the extension of the benefits of the native hospital at Monte Video to British seamen.

It would appear that the authorities of the hospital refuse to allow Protestant patients the ministrations of a Protestant clergyman, and that all patients who do not profess to be Roman Catholics are persecuted with attempts at conversion, even at times when their health demands mental rest.

This system is so inconsistent with the purposes to which hospitals should be devoted, and with the large spirit of humanity, irrespective of creed, which happily distinguishes the present century, that the Board of Trade are unwilling to believe that the Government of the Banda Oriental are disposed to foster it, and so contract the sphere and impair the value of this fine institution.

I am to add that circumstances not unfrequently render it necessary that British subjects should be taken, at least in the first instance, to the native hospital, and that therefore the existence of the British hospital does not prevent it from being desirable, in the interest of British subjects, that the patients at the Caridad should not be subjected to undue spiritual interference.

The Under Secretary of State,  
Foreign Office.

I have, &c.  
(signed) *Thomas Gray.*

— No. 12. —

(M. 7891.)

Board of Trade to Treasury.

Board of Trade, Whitehall Gardens,  
9 November 1871.

Sir,

I AM directed by the Board of Trade to transmit to you, for the consideration of the Lords Commissioners of Her Majesty's Treasury, the accompanying copy of a report by Mr. Monkhouse, of this department, on the British hospital at Monte Video, together with copies of a subsequent correspondence between this Board and the Foreign Office on the subject, and to offer the following observations:—

The Board of Trade think that, in view of the special system of persecution of Protestants existing at the native hospital at Monte Video, it is now, and will probably be for some years, necessary that the British hospital should be kept up. They think, however, that this system is so inconsistent with a proper spirit of humanity, that a representation on the subject may properly be made to the Government of the Banda Oriental, and have accordingly suggested this step to the Foreign Office in a letter, a copy of which is enclosed.

With regard to the system upon which the British hospital should in future be conducted, I am to state that the Board of Trade concur in the suggestion of Mr. Monkhouse, viz., that the present tax should be abolished, and a fixed charge should be made for each patient, at a rate sufficient to cover the cost of current expenses.

The Board of Trade also desire me to call especial attention to the subject of the debt of the hospital. They cannot help viewing this debt as a liability incurred

For Enclosures, see  
No. 8, page 35;  
No. 9, page 45;  
No. 10, p. 46; and  
No. 11, page 46.



incurred on account of the mercantile marine of this country, and more particularly on behalf of distressed British seamen, who have no claim upon the British residents at Monte Video, and whose medical expenses at other foreign ports are usually borne by the Vote for the Relief of Distressed British Seamen.

Monte Video.

During the last six years the relief of British merchant seamen has cost that institution a sum equal to the present amount of its debt, and may be considered as having relieved the Vote before mentioned of a yet larger sum since its establishment in 1857.

They would therefore suggest, for the consideration of the Lords Commissioners, that they should have authority to contribute out of this Vote any sum up to one-half of this debt, provided an equal sum is voluntarily subscribed in liquidation of the same.

The Secretary to the Treasury.

I have, &c.  
(signed) *Thomas Gray.*

— No. 13. —

(M. 11,209.)

The Treasury to Board of Trade.

Sir,

Treasury Chambers, 12 December 1871.

THE Lords Commissioners of Her Majesty's Treasury have had under consideration your Board's letter of the 9th ultimo, and Mr. Monkhouse's report, enclosed therein, upon the British hospital at Monte Video, together with the copies you also forwarded of correspondence between your Board and the Foreign Office on the subject.

In reply, I am directed to state, for the information of the Lords of Committee of Privy Council for Trade, that my Lords concur with them that the present tax upon shipping should be abolished, and that in lieu thereof a fixed charge should be made for each patient, at a rate sufficient to cover the cost of current expenses; and that they are pleased to sanction a contribution of 1,000 *l.* being made out of the Vote for the Relief of Distressed British Seamen, provided the balance of the debt on the British hospital be first covered by voluntary subscription.

The Secretary, Board of Trade.

I am, &c.  
(signed) *William Law.*

— No. 14. —

(M. 11,209.)

Board of Trade to Foreign Office.

Sir,

Board of Trade, Whitehall Gardens,  
16 January 1872.

WITH reference to the letter from this Department of the 9th of November last, relative to the British Hospital at Monte Video, I am directed by the Board of Trade to transmit, to be laid before Earl Granville, the accompanying copy of a letter from the Treasury, concurring in this Board's proposal that the present tax upon shipping at Monte Video should be abolished, and that in lieu thereof a fixed charge should be made for each patient, at a rate sufficient to cover the cost of current expenses; and also sanctioning a contribution of 1,000 *l.* towards the liquidation of the debt on the British Hospital, as proposed by the Board of Trade, out of the Vote for the Relief of Distressed British Seamen, provided the rest of the debt be first covered by voluntary subscription.

The Board of Trade request that you will move Lord Granville to cause this information to be conveyed to Her Majesty's Consul at Monte Video, and to state that when the excess of the debt over 1,000 *l.* has been covered, and the Board of Trade are satisfied that the requisite arrangements have been made to render the hospital self-supporting in future, by the substitution of a regular charge for each patient instead of the tax, they are prepared to hand over 1,000 *l.* to the hospital authorities.

*For Enclosure, see  
No. 13, above.*

The Under Secretary of State,  
Foreign Office.

I have, &c.  
(signed) *Thomas Gray.*

Monte Video.

— No. 15. —

(M. 9977.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 23 September 1872.

WITH reference to the previous correspondence which has passed between this Department and the Board of Trade on the subject of the British Hospital at Monte Video, I am directed by Earl Granville to transmit to you, to be laid before the Board of Trade, further despatches from Her Majesty's Consul at Monte Video relating to this establishment.

It will be seen that the British residents at Monte Video undertake, in the event of Her Majesty's Government agreeing to raise to two thousand pounds the contribution of one thousand pounds, which they have consented to make with the view to extricate the hospital from its present difficulties, to guarantee that a sum of fifteen hundred pounds shall be forthcoming from the British community, and that the hospital shall be so managed as to be henceforward self-supporting.

There is every reason to believe that the British hospital at Monte Video has hitherto been of very great value, not only to the numerous British subjects settled in the neighbourhood of that place, but also to British seamen frequenting the port; and it would appear to Lord Granville that if, as there would seem to be a probability, the establishment can be retained at the cost of another thousand pounds, it would be well worth considering whether the money should not be granted.

As, however, the question of the maintenance of the hospital at Monte Video is one in which, as affecting British seamen, the Board of Trade is interested, Lord Granville would be glad to be favoured with the opinion of the Lords of Trade whether they concur in thinking the maintenance of the establishment desirable, and, if so, whether they would be prepared to recommend to the Treasury the donation of the extra thousand pounds which is required to prevent the collapse of the hospital.

The Secretary to the Board of Trade.

I am, &c.  
(signed) *Enfield.*

Enclosure 1, in No. 15.

My Lord,

Monte Video, 27 April 1872.

WITH reference to Lord Enfield's Despatch of the 31st of January last, having relation to the subject of the British Hospital in this city, I have the honour to state to your Lordship, that immediately on the receipt of the said Despatch, I convened a meeting of the committee of management of the hospital affairs, at which it was decided that a special committee be named to draw out a carefully-considered statement of the real condition of the affairs of the hospital, to make an active inquiry as to the possibility of raising such a subscription as would meet the conditions upon which the contribution of one thousand pounds by Her Majesty's Government would be given, and that it should report to me its opinion generally as to what, in the embarrassed position into which the cessation of the compulsory, but very low tax upon ships, and the withdrawal of the assistance hitherto afforded by Her Majesty's Government had placed the hospital, would be the most judicious course to be adopted with regard to the institution.

My Lord, in the year 1857, the present Sir Edward Thornton, then Chargé d'Affaires here, found, from the experience of the yellow fever, the extreme want of a separate hospital for British subjects, and made great exertions to create the present institution, which, assisted by the annual contribution of Her Majesty's Government, permitted to be depended upon by Mr. Hammond's Despatch No. 6, Consular of 1857, has continued to be subscribed to and maintained by the British residents; and in the year 1868 it was determined, from the immense increase of house-rent, that it was better to purchase land and erect the present hospital, which was effected by means of special subscriptions of various sorts, and the deficiency raised by debentures.

From the unfortunate visitation of cholera in 1868, causing a greatly increased expenditure in out-door relief, as well as in the interior treatment, and destruction of the hospital furniture, as also the enhancement of the cost of provisions, and every other necessary in this extremely expensive country, the latter occasioned mainly by the investment of the city, when provisions had to be brought from Buenos Ayres, and the continuation of this

state



state of things for two years, the hospital has unfortunately not been able to avoid increasing its debt, now amounting to three thousand five hundred pounds.

From the inclosed report of the special committee, it will be seen by your Lordship, that unless Her Majesty's Government be pleased graciously to continue its assistance hitherto afforded, under the provisions of the Act 6, Geo. 4, c. 87, referred to in Mr. Hammond's Despatch No. 6, Consular of 1857, as the authority for granting Government assistance, or increase the grant to two thousand pounds, which would be but six years' purchase of the hitherto accorded contribution; it is manifest that we must submit to the mortification of witnessing the collapse of this most useful and occasionally invaluable institution, and selling off the building to liquidate the debt.

I cannot, my Lord, find words with which too strongly to lament this issue, not perhaps so much for seamen, who could at a greatly increased cost be treated on board, or perhaps paid for elsewhere, where there may be no British hospital, but for the sake of the great and increasing number of diseased mendicant Englishmen, who now throng the towns on the River Plate, and who, when there be no British hospital in Monte Video, must unavoidably become a burden and a great expense to Her Majesty's Government, which for some years has been almost entirely free as regards Monte Video from such charge, or be allowed to die by the wayside.

These men and women are now received gratis into the British Hospital, and restored generally to such a state of health as to enable them to gain their living, or leave the country.

I have the honour, my Lord, to inclose the original Minutes of the hospital general meeting held, in accordance with public advertisement, to consider the report of the special committee before mentioned, and from which your Lordship will observe that the sum of fifteen hundred pounds is being endeavoured to be collected.

As a member of the collecting committee, I can undertake to say that that sum will be, though only by great exertion, subscribed, and the existence, of the hospital as a self-supporting institution will be established, if her Majesty's Government will generously reconsider the amount of grant determined upon, and give two, instead of one thousand pounds, otherwise it will certainly have to be abandoned, and the consequent trouble and difficulties with respect to British subjects will be very serious and perplexing.

Upon the rendering of the report of the collecting committee on 2nd May to the general meeting appointed for that date, I shall have the honour of further reporting to your Lordship.

The Right Honourable  
Earl Granville, K.G.  
&c. &c. &c.

I have, &c.  
(signed) J. St. John Munro.

Sub-Enclosure 1, in Enclosure 1, in No. 15.

## REPORT.

Sir,

Monte Video, 15 April 1872.

THE undersigned special commission, appointed to examine and take into consideration the terms of a Despatch addressed by Her Majesty's Government, under date of 31st January 1872, in reference to the British Hospital, wherein they state, "That it is expedient the present hospital tax should be abolished, and in lieu of it, a fixed charge made for each patient at a rate sufficient to cover the cost of current expenses; Her Majesty's Government will also be prepared to contribute a sum of 1,000 £. towards the liquidation of the debt on the British Hospital, provided the rest of the debt be first covered by voluntary subscriptions, and the institution rendered self-supporting in future,"—

We beg to inform you, that should Her Majesty's Government decide on the withdrawal of the present hospital tax on the British shipping, as also the sum of 300 £. yearly, heretofore subscribed by them towards meeting the current expenses, the continuance of this most valuable institution will be a matter of impossibility.

The substitution of a regular fixed charge for each patient, estimated at 4s. (four shillings sterling) per day, based on the average number of patients during the last seven years, would be the means of leaving it optional whether, or not, merchant captains would send their seamen to the British Hospital, and in all probability they will decide to send their sick to the Native Hospital, where they are treated free of charge, but are ill provided for, and where Protestant clergy are not allowed to visit them. The present hospital tax falls lightly on each vessel, and to our knowledge is never objected to by the merchant captains. However, it being the desire of Her Majesty's Government that the present tax be substituted for a fixed charge sufficient to cover the current expenses on each patient, we recommend that this change be adopted, but in this case Her Majesty's Government must be seriously solicited to increase their donation to 2,000 £. (two thousand pounds sterling), towards defraying the local debt now amounting to 3,500 £., the British residents here binding themselves to the liquidating of the remaining 1,500 £., and to insure the institution being self-supporting in future.

The British residents have already subscribed 5,000 £. towards the original cost of



Monte Video. the building of the British Hospital, on the faith of the continued support of Her Majesty's Government implied in Mr. Hammond's Despatch of 30th September 1857 to Mr. Thornton, and regret they are not now in a position, owing to the political state of the country, and the depressed state of trade during the last three or four years, to meet the excess of the debt over the 1,000 £, as referred to in Lord Enfield's Despatch.

Yellow fever having again appeared in Monte Video, and it being impossible to say to what extent it may spread, is an additional reason why the British Hospital, which has been of such great benefit for several years in affording relief to the destitute English, as well as to the seamen of British merchant ships when afflicted by sickness, be not allowed to succumb.

We are, &c.  
(signed) Robert Littlejohn.  
Albert de Lisle.  
Edward Cooper.

J. St. John Munro, Esq.,  
Her Britannic Majesty's Consul.

I hereby certify the above to be an exact copy of the original Report of the special committee named to draw out a statement with relation to the affairs of the British Hospital.

J. St. John Munro,  
Her Majesty's Consul.

#### Sub-Enclosure 2, in Enclosure 1, in No. 15.

At a General Meeting of Subscribers to the British Hospital at *Monte Video*, held, in accordance with public advertisement at the British Consulate, on the 18th day of April 1872.

Her Britannic Majesty's Consul in the Chair.

#### PRESENT:

Mr. Thomas Clarke.  
Mr. Albert De Lisle.  
Mr. J. Coaker.  
Mr. W. Rodger.  
Mr. G. S. Chapman.

Mr. R. Littlejohn.  
Mr. R. Carlisle.  
Mr. W. Congreve.  
Mr. A. Murray.  
Mr. H. P. Duguid.

The Chairman read to the meeting Lord Enfield's Despatch of the 31st of January, with relation to the discontinuance of the compulsory tax upon merchant ships for the support of the hospital, and mentioning the intended donation of 1,000 £ to the hospital by Her Majesty's Government when the remaining balance of the debt of the hospital should have been subscribed, and the institution placed in self-supporting circumstances.

The chairman then read to the meeting the report of the special committee named at a previous meeting to investigate and report upon the present position of the hospital affairs, and by which it appeared that the present debt of the institution amounted to 3,500 £, and stating the opinion that without the assistance of a sum of 2,000 £ by Her Majesty's Government, and the contribution by especial subscription of 1,500 £ by the British residents, this valuable establishment must collapse.

After some discussion, which deprecated the abandonment of an institution that had for 15 years relieved an immense number of afflicted British subjects, it was moved by Mr. Littlejohn, and seconded by Mr. De Lisle, without amendment, that "a subscription list be circulated, with the view of ascertaining whether the sum of 1,500 £ can be realised among the British residents, as being the amount stated in the report of the special committee, under the circumstances of the place, that might be counted upon from the British residents, and that, should the list for that sum not be filled by the 8th day of May next, the endeavour should be considered as having failed, and that the chairman should in such case be empowered to write to Her Majesty's Secretary of State to the effect that the institution must be given up, and the property sold for the payment of the debt.—Committee for obtaining the subscriptions, Her Majesty's Consul, Mr. W. Rodger, Mr. H. P. Duguid."

At the instance of Mr. Coaker it was further resolved that the present hospital committee be now requested to make a thorough inquiry into the working expenses of the hospital establishment, with a view to their reduction to the lowest annual cost compatible with its efficiency, and that these inquiries be made more particularly with regard to the salaries now paid to the surgeon, and those persons employed in the hospital, and that the said committee be requested to frame and present a report of the result of their inquiry to another general meeting of subscribers to the British Hospital, that shall be now fixed to assemble on the 2nd of May next.

Nothing further being submitted or proposed, the meeting separated.

Monte Video, 18 April 1872.

J. St. John Munro,  
Her Majesty's Consul, Chairman.

Enclosure 2, in No. 15.

Monte Video.

My Lord,

Monte Video, 9 May 1872.

WITH reference to the Despatch that I had the honour of addressing to your Lordship on the 27th of April, I have now further the honour to inform your Lordship that at a well-attended special general meeting of the subscribers to the British Hospital, held at this Consulate upon the 7th instant, the committee named to collect subscriptions to pay off the hospital debt rendered its Report, and the result has been that, though the fifteen hundred pounds specified in the Report of the sub-committee of the date of 10th April as procurable from the British residents has not been fully secured, the meeting formally took upon itself to pass the following resolution, viz. :—" Moved by Mr. Littlejohn, seconded by Mr. H. P. Duguid, and duly resolved," that " the chairman, namely, Her Majesty's Consul, be empowered to inform Her Majesty's Secretary of State for Foreign Affairs, that the fifteen hundred pounds required to be collected from British residents by the Report of the committee of the 10th of April last, can be depended upon, and will be forthcoming in the event of Her Majesty's Government being induced to extend its donation to the sum of two thousand pounds."

The retention, my Lord, from the hospital for the year 1871, of the usual contribution of three hundred pounds by Her Majesty's Government, has placed the institution in considerable embarrassment, and the committee, authorised by a resolution of the meeting of 7th current, has found itself obliged to do away with the expense of a surgeon, as at present salaried, and to advertise for the medical service of the hospital at the cheapest rate procurable, in order to meet, as far as possible, the necessary cost as long as the establishment may yet be permitted to exist.

Should, however, my Lord, Her Majesty's Government consider fit to increase the offered donation to two thousand pounds, in the lieu of the three hundred pounds, more or less hitherto annually given, with the exception of the light charge paid by Her Majesty's ships of war for their patients, I can undertake to state that the establishment would be for the future self-supporting; but, from the difficulty we have experienced in obtaining the fifteen hundred pounds assured, I have, with regret, to state the certainty that, should Her Majesty's Government not accede to the solicitation of the British residents in favour of the hospital, this institution of 15 years of duration of undoubted usefulness and convenience to the sick and indigent British subjects must collapse.

As, my Lord, in the event of the declining of Her Majesty's Government to make the donation of two thousand pounds, the sale of the establishment will, I deeply regret to say, be unavoidable, I would respectfully solicit that I might, with such refusal, receive from your Lordship an acquiescence in the necessity for the realisation of the property, in order to meet the debt of three thousand five hundred pounds with which it is burdened.

I have, &c.  
(signed) J. St. John Munro.

The Right Hon. Earl Granville, K.G.,  
&c. &c. &c.

— No. 16. —

(M. 9977.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
7 October 1872.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 23rd instant, transmitting a Despatch from Her Majesty's Consul at Monte Video respecting the financial condition of the British Hospital at that place, and urging a grant of 1,000 *l.* towards the payment of its debt in addition to the 1,000 *l.* included in this year's Estimates.

In reply, I am to state that the Board of Trade agree with Earl Granville in the importance of maintaining the institution, and to enclose a copy of a letter which they have caused to be written to the Treasury on the subject.

*For Enclosure,  
see No. 17, p. 52.*

I have, &c.  
(signed) Thomas Gray.

The Under Secretary of State,  
Foreign Office.



Monte Video.

— No. 17. —

(M. 9977.)

## Board of Trade to Treasury.

Board of Trade, Whitehall Gardens,  
7 October 1872.

Sir,

For Enclosures,  
see No. 15, p. 48.

With reference to previous correspondence respecting the British Hospital at Monte Video, I am directed by the Board of Trade to transmit, for the consideration of the Lords Commissioners of Her Majesty's Treasury, the accompanying copies of a letter from the Foreign Office and a Despatch from Her Majesty's Consul at Monte Video, representing the present financial condition of the hospital, and urging the grant by Her Majesty's Government of another sum of 1,000 £. to liquidate its debt.

The grant of 1,000 £. which has already been made and included in this year's Estimates was conditional on the rest of the debt being raised by private subscriptions and the establishment of the hospital on a self-supporting principle, but it now appears that it is impossible to fulfil the former of the conditions, and that unless Her Majesty's Government grant a further sum of 1,000 £. the institution must fall to the ground.

It appears that the total liabilities of the hospital, increased during the last two years by the withdrawal of the Foreign Office yearly grant, the failure of the tax on shipping, the falling off of subscriptions, and the consequent inability to pay the interest of the debt, now amount to 3,600 £. The residents have, however, guaranteed to raise a sum of 1,500 £., and there is no doubt that the remaining 100 £. or 200 £. could also be raised upon the spot.

There also appears to be no reason to doubt that if the debt were paid off, the hospital would be immediately and securely established, on a self-supporting principle.

To gain this end the Board of Trade think that no reasonable assistance should be withheld by Her Majesty's Government. The hospital was instituted with their approval, and for the last 15 years has been of the greatest possible service to thousands of sick seamen and other British subjects who would otherwise have been left to the mercy of casual relief, or forced to submit to the religious persecution and inferior attendance which now, as then, renders the native hospital an unfit place for their reception.

As shown in Mr. Monkhouse's report, which has already been submitted to the Treasury, the hospital has an equitable claim for repayment of a larger amount than the total sum of 2,000 £. now asked for, in consideration of the gratuitous relief of British seamen during the last 15 years, and having in view the withdrawal of the income of 300 £. a year hitherto derived from the Foreign Office, the sacrifice of property involved in selling a building built for a special purpose, and the special necessity which exists for such an institution at Monte Video, they trust that the Lords Commissioners will consent to accede to the present proposal.

I am to add that the committee of the hospital, which has always been conducted economically, have withdrawn the salary of their doctor, that the medical attendance is now supplied gratuitously by three doctors of acknowledged ability, and that in the event of the hospital being given up the treatment of sick British subjects at Monte Video will have to be provided for in private establishments at a far higher cost than in the hospital, and that therefore, for economical reasons, the present proposal is worthy of the most favourable consideration.

The Secretary, Treasury.

I have, &c.  
(signed) Thomas Gray.



## RIO DE JANEIRO.

— No. 1. —

(M. 5446.)

Rio de Janeiro.

Foreign Office to Board of Trade.

Sir,

Foreign Office, 5 April 1876.

I AM directed by the Earl of Derby to transmit to you a Despatch, with its enclosure, from Her Majesty's Chargé d'Affaires at Rio Janeiro, reporting the steps which he has taken with a view of procuring the removal of British seamen attacked with yellow fever at that port from a hospital in which great mortality prevails to a more healthy locality; and I am to request that, in laying these papers before the Lords of Trade, you will state to their Lordships that Lord Derby proposes to approve the proceedings of Mr. Drummond in this matter.

I am, &amp;c.

The Secretary to the Board of Trade.

(signed) *T. V. Lister.*

Enclosure in No. 1.

My Lord,

Petropolis, 6 March 1876.

SINCE my Despatch of the 8th ultimo, I regret to say that yellow fever has considerably increased, and that many cases have occurred amongst the shipping.

Her Majesty's acting Consul, Mr. Austin, hearing that British seamen were refused admittance to the Misericordia Hospital, and were sent to a branch hospital, called the "Sande," where the mortality was at the rate of 80 per cent., requested me to bring the matter to the notice of the authorities, and to suggest that the Jurujuba Branch Hospital, on the other side of the Bay of Rio de Janeiro, and which was erected on purpose to receive yellow fever cases, should be opened.

I accordingly addressed a note to Baron Cotegipe on the subject, copy of which I have the honour to enclose to your Lordship.

I have, &amp;c.

The Earl of Derby,

(signed) *Victor A. W. Drummond.*

&amp;c. &amp;c. &amp;c.

Sub-Enclosure in Enclosure in No. 1.

M. le Ministre,

Petropolis, 27 February 1876.

MR. AUSTIN, Her Majesty's acting Consul in Rio Janeiro, has lately brought to my notice the case of several British seamen who have been rejected by the authorities of the Misericordia Hospital; that no later than yesterday two men in a most critical condition were refused admittance; that the mortality at the Sande Hospital, where they have been taken in, is very great; and that between 10 a.m. on the 25th and 3 p.m. on the 26th no less than 15 deaths had occurred there.

I would venture therefore to suggest to your Excellency the necessity of opening the Jurujuba Branch Hospital, with a view that British seamen and others may be afforded such accommodation as is most likely to ensure their recovery.

I trust that your Excellency will be good enough to bring this matter to the notice of the proper authorities with as little delay as possible.

I avail, &amp;c.

His Excellency Baron de Cotegipe.

(signed) *V. Drummond.*

Rio de Janeiro.

— No. 2. —

(M. 5446.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
15 April 1876.

Sir,

WITH reference to your letter of the 5th instant, enclosing a Despatch from Her Majesty's Chargé d'Affaires at Rio Janeiro, reporting the steps taken by him to secure proper hospital accommodation for British seamen suffering from yellow fever at that port, I am directed by the Board of Trade to express their concurrence in Lord Derby's proposal to approve of Mr. Drummond's proceedings in the matter.

I have, &amp;c.

The Under Secretary of State,  
Foreign Office.(signed) *H. G. Calcraft.*

— No. 3. —

(M. 5514.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 6 April 1876.

I AM directed by the Earl of Derby to transmit to you herewith, to be laid before the Lords of the Committee of Privy Council for Trade, for such observations as their Lordships may have to offer thereupon, a Despatch, with its enclosures, from Her Majesty's Chargé d'Affaires at Rio de Janeiro, respecting the treatment of British merchant seamen in the "Misericordia" Hospital, and the proposed establishment of a British hospital in that city.

I am, &amp;c.

The Secretary to the Board of Trade:

(signed) *T. V. Lister.*

Enclosure 1, in No. 3.

My Lord,

Petrópolis, 6 March 1876.

ENCLOSED herewith is a copy of a Despatch which has been addressed to me by Mr. Acting Consul Austin, and which, together with the report it contains, and the copy of the proceedings of a meeting of British merchants at the British Consulate, I have the honour to bring to your Lordship's notice.

The report speaks for itself; it has reference to the treatment of British seamen from merchant vessels in the Misericordia Hospital at Rio de Janeiro.

In consequence of the meeting convened by Mr. Austin, a committee was formed; and on the 22nd instant, they waited upon me, and showed me a copy of the above-mentioned report, and of the proceedings carried out at the meeting.

They said that they trusted I would interest myself in their behalf with Her Majesty's Government, as they proposed later petitioning them, with the view to an Order in Council being issued for the levying of a small tax upon British shipping entering the Port of Rio, in favour of the British hospital which they propose creating, particularly now that the Brazilian Government had relieved the shipping entering Rio Harbour from anchorage dues, which amounted to 4 s. a mast. Also, they wished to know my opinion as to addressing the Imperial Government, in order that they should exempt British shipping from the present tax it has to pay towards the maintenance of the Misericordia. I replied that, being aware of the extreme necessity for a British hospital, I should only be too happy to assist the Committee in promoting the object they had in view, but requested that they should address to me, in writing, a statement of their views, as also what they proposed bringing to the notice of Her Majesty's Government. After thanking me for  
my

my advice the Committee withdrew, informing me that they would write to me later, when they had come to a decision as to what they proposed carrying out.

I have the honour to enclose herewith a copy of my answer to Mr. Austin.

The Right Hon. the Earl of Derby,  
&c. &c. &c.

I have, &c.  
(signed) *Victor A. W. Drummond.*

Rio de Janeiro.

Sub-Enclosure 1, in Enclosure 1 in No. 3.

Sir,

Rio de Janeiro, 12 February 1876.

THE treatment of seamen from merchant vessels in this harbour became of late so intolerable as urgently to demand reform.

After consultation with the Consuls of Germany, United States, Dutch, Danish, Swedish and Norwegian, I prepared a report on this subject, which they have seen, and agree to adopt and support.

It appeared to me desirable, in the next place, to obtain an expression of the feeling of the British resident merchants with reference to the matter, and I accordingly convened a meeting on the 1st instant, which was adjourned to the 10th.

Of the report already referred to, and of the minutes of proceedings at the meeting, I have the honour to transmit to you copies herewith.

From the latter you will notice that the British residents did not limit themselves merely to approving the suggestion for reform, but further proposed the creation of a British hospital, and elected a committee to wait upon you in the matter of its execution.

Beyond what is contained in the report, I have only to add that I shall be prepared with evidence to support my statements, and I may add that at the instance of the committee, and only on the ground that they might wound the susceptibilities of some whose aid might be required, and thus perhaps prejudice the issue, did I consent to modify my original remarks as to the position and influence of the sisters of charity, who are unfortunately, yet practically, the administrators of such a grand and important institution.

I have the honour to add that I hope you will call upon me for any information or explanations that may appear to you to have escaped my notice, and to invite your kind influence and aid in support of so justifiable a cause.

Victor Drummond, Esq.,  
&c. &c. &c.

I have, &c.  
(signed) *R. Austin.*

Sub-Enclosure 2, in Enclosure 1 in No. 3.

MINUTES of PROCEEDINGS at a Meeting of British subjects held at the British Consulate, the 10th day of February 1876, for the consideration of the urgent necessity for reform in the Hospital Treatment of British Seamen and others at *Rio de Janeiro*.

PRESENT :

Mr. Ford.  
Mr. Nicolson.  
Mr. Miller.  
Mr. Austin.  
Mr. Blackmore.  
Dr. John Fairbairn, M.D.

Mr. Weigall.  
Mr. J. G. Taylor.  
Mr. Norton.  
Mr. May.  
Commander Hamilton Dunlop, R.N.,  
of H. M. S. "Beacon."

Mr. Austin observed that the meeting had been convened with a view to affording an opportunity to the British residents of stating their opinion with reference to the matter at issue, and he would, therefore, like to propose that Mr. W. Ford be requested to preside on the occasion.

This being agreed to, Mr. Ford, at about 1.45 p.m., took the chair.

Mr. Austin then placed in the Chairman's hands the statement he had prepared on the subject, which had been discussed and approved by the various consular agents referred to in it.

After fully discussing the question in all its bearings, Mr. Ford proceeded to take the feeling of the meeting respecting the proposition.

Upon this Mr. Nicolson proposed, Mr. Weigall seconded, and it was unanimously agreed: That, in the opinion of this meeting, it is both necessary and advisable that, for the welfare of British seamen, a hospital should be established in this city under English administration for the treatment of the sick.

Further, that a committee, composed of Dr. Fairbairn, and Messrs. Ford, May, and Norton, be appointed to wait upon the British Minister, to consult with him as to the best means of carrying out this object.

A vote of thanks to the Chairman having been carried, the meeting dispersed.

(signed) *William Ford,*  
Chairman.



## Sub-Enclosure 3, in Enclosure 1 in No. 3.

REPORT on the Urgent Necessity for Reform in the Hospital Treatment of British Seamen and others at *Rio de Janeiro*.

THE Misericordia Hospital is now the only asylum for invalided seamen of all nationalities that hail this port.

There is another hospital at Jurujuba, the Santa Isabel, where, for several years, foreign seamen were treated for the yellow fever epidemic.

On the last occasion, however, that hospital was not made available at all, while on the previous one it was not opened until long after yellow-fever had raged in a virulent form.

The Misericordia became, therefore, the only resort of fever patients, but whether from want of accommodation, or on sanitary grounds, or some less legitimate reason, yellow-fever subjects were not received there, but transferred to a hospital in Sande, a notoriously unhealthy portion of the city. Attention is called to this circumstance, because it shows that though foreign commerce contributes bountifully towards the maintenance of this institution, yet at the most critical juncture its facilities were utterly withdrawn.

The natural consequence of this proceeding was, that the mortality percentage was notably greater than in previous years, when the Jurujuba Hospital was open.

The Misericordia is maintained chiefly by compulsory contribution from native and foreign shipping, at the rate of two dollars per mast from every vessel, and 640 reals per man, and a further tax on certain merchandise; also, to a very considerable extent, from private donations and bequests. It is an opulent institution, and has a revenue far in excess of its expenditure.

The contribution from British shipping alone was estimated by Mr. Consul Hunt, in 1873, at 2,000*l.* annually, or about 20,000 reals. For returns, for which I am indebted to the consuls of the following countries, their annual contribution would be as follows:

								<i>Reals.</i>
American	-	-	-	-	-	-	-	1,942
Swedish and Norwegian	-	-	-	-	-	-	-	1,730·120
German	-	-	-	-	-	-	-	2,601·840
Dutch	-	-	-	-	-	-	-	233·160
Austrian	-	-	-	-	-	-	-	106·960
Making in the aggregate	-	-	-	-	-	-	-	<u>Rs. 6,614·080</u>

from these six countries only, to which should be added the revenue derived from merchandise, 97,181·476 reals.

Besides the obvious paradox of paying such a heavy contribution, for which the benefits have been so wantonly withheld, there are other serious disadvantages.

Pre-eminent among them are the facts, unpleasant yet true, that the Misericordia being a native and Roman Catholic institution, the administration is exclusively Brazilian, involving the illiberal and arbitrary regulation which prohibits foreign medical practitioners from visiting their countrymen, and practically denies to the sick or dying of foreign countries the consolation of communion in their last moments with a clergyman of their own faith. Such is the fate of hundreds of poor seamen, away from relatives, and perhaps friendless, and it is difficult to imagine a harder lot.

Respecting the treatment of the sick, the complaints have been incessant, and I appeal to the testimony of the consuls of other nations in evidence thereof. It suffices to state, that in the matter of nursing, the sick are dependent on persons speaking a language which is utterly unknown to them, a disability peculiar also to the medical attendance.

The medicines are represented as indifferent, and the administration thereof worse.

In the matter of the discharge or retention of sick seamen, there is a great want of proper supervision and authority. It would seem that they can procure medical certificates in almost any sense that occasion requires. At this consulate it is found necessary invariably to apply to Dr. Fairbairn for a verification of the statements contained in such certificates. In nine cases out of ten, wherein seamen are declared to be unfit to proceed in their vessels, they appear at the consulate on the following morning to claim their wages. This happened to-day in the case of Alexander Turner, of the British schooner "Glimpse."

In more than one instance, the vessel having been prevented going to sea, the seamen whose inability was certified the previous day encountered the master of the vessel in the office.

The property of seamen is plundered when occasions offer. Amongst other cases, those of George Stowe, an emigrant, and Pearce Nicholas are notorious.

No account whatsoever is rendered to the consulate of the fate of those sent there, the accounts of this office with the Board of Trade having once been delayed several months through the want of such indispensable information; and in other cases the accounts of seamen who have died in one quarter have had to be left out and brought into another. The Consul's representations in favour of reform in this matter have met with direct refusal,

refusal, and it has been found necessary to tell off a person periodically to go and fish out what information could be gleaned. Applications through the Consul for certificates of death of those who have died there, for relatives in England, have repeatedly remained unanswered, on one occasion recently for several months, and were then only obtained by official remonstrance to the provedor; copies of letters were then furnished, of which the originals had never reached.

It would not be difficult to adduce numerous other anomalies and defects. Some of the gentlemen present have doubtless read the attacks on the maladministration and abuses of this establishment in the "Cartas de um Caipira," in the "Jornal do Commercio" newspapers, to few of which has any attempt been made at refutation, and, when made, signally failed.

But, if no other grounds for dissatisfaction existed, the circumstances of paying exorbitantly for benefits which do not accrue, and the disabilities connected with foreign medical and religious attendance, as already set forth, are surely sufficient to suggest to proper thinking persons the urgent necessity of reform.

The obvious remedy seems to be to take energetic measures to become released from contributions, the object of which has been so unjustifiably defeated, and to apply them to the institution of a British and foreign hospital, or British hospital open to the natives of the before-mentioned countries.

It remains for you to consider which of two courses is best calculated to promote this end:—

Whether to establish the hospital forthwith, by means of temporary voluntary contributions being recouped after the object is attained; or whether to leave this innovation dependent on the issue of that attempt.

The former plan would impart great force and argument to the application, and greatly facilitate the passing of it. It would be the most forcible way of recording the expression by the foreign consular and commercial body of their sense of disapprobation and displeasure at the utter disregard of their incontestable rights by the Brazilian Administration; and would at the same time be a fitting vindication of the prestige of dignity attaching to their important social status in the country.

After such an appropriate and positive line of conduct, the Governments of the respective States could not hesitate as to the expediency of seconding their proceedings and espousing their cause; while the local Government would, if it demurred, be placed in such an invidious position that, seemingly, they must consent to the appeal, or accept the ambiguous position of levying contributions under false pretences.

Any concessions on their part, in the sense of amalgamation or conformation of their system, to meet the requirements of the cause are hopeless, and therefore they would have no alternative, compatible with their dignity, under the circumstances, other than acquiescing to the appeal.

It remains to consider the best method of collecting such contributions. The most direct and simple would be by means of authority emanating from the respective Governments to their consular agents, as in the cases of consular fees and remunerations under Order in Council.

Finally, there is an element of revenue, which must not be lost sight of, and one which, while it will prove a boon to those who avail of it, ought to eventually contribute to the relief of the fund—namely, the provision of separate and distinct wards for the accommodation of foreign residents or travellers generally.

In this capital, as well as in other places in the empire, I have witnessed great suffering and privation through the want of such accommodations; and on more than one occasion the private resources of the staff of this office have been required to remove, amongst others, persons holding the position of gentlemen, who have been languishing during yellow fever without any one present to wait on them, and who, but for the advantages of subsequent nursing, might have perished in discomfort and neglect.

It is herein stated that the Misericordia is an opulent institution, in support of which I append the balance-sheet of the year 1874 to 1875, bringing forward a surplus to the credit of—

	Rs.
Realised - - - - -	939,953·388
Receivable - - - - -	100,246·203
Together - - -	Rs. 1,040,199·591

It further appears that the foreign merchandise contribution last year was—

	Rs.
	103,299·848
That from vessels - - - - -	48,594·940
Together - - -	Rs. 151,894·788

The sum of upwards of Rs. 10,000 from the issue of certificates of death alone; a  
348. H 3 revenue



Rio de Janeiro.

revenue of upwards of Rs. 57,000 from the treatment of those who pay their own expenses.

These are valuable statistics in connection with the matter under consideration. The revenue derived under the head of "Export Duty," or "Despacho Marítimo," which is derived from the tax on masts and men, is only a fraction of the aggregate revenue of the institution, and is less than a half of that obtained from the tax on wines.

Exemption from the former would provide an ample fund for the object in view, while it would not be missed by the Santa Caza.

Indeed, it becomes a matter of serious consideration whether, having regard to the extraordinary amplitude of the Misericórdia finances, any taxation of foreign commerce and shipping can warrantably be levied, even in the absence of such an urgent necessity as exists for the creation of a distinct hospital for foreign seamen.

The cession or remission of the one item proposed, however, cannot certainly, under the circumstances, be regarded as a sacrifice.

The founding of the establishment dates as far back as 1859, and has been officially condemned by the Director of the Sanitary Service, who adds that "the absolute liberty in this respect involves disadvantages to the service." Pharmaceutical service, under the administration of Sisters of Charity, is also impugned.

In the Misericórdia Hospital proper the mortality percentage was 16·86 per cent. during the year

The number of patients, 13,446, of which 2,417 died.

Of these, 283 died in first 24 hours ;

199	"	"	48	"
217	"	on third day.		

The yellow-fever patients are not included in this list, having been sent to the Gamboá or Sande; but, though it has not been possible yet to get statistics, showing the exact percentage of mortality, it is well known that they are not much inferior to 70 per cent., against 40 per cent. when the Jurujuba branch was in operation.

The logical deduction from the preceding exposition resolves itself into the simple fact that British and foreign commerce is subscribing annually about Rs. 150,000, for which it may be said to get not Rs. 15,000 worth of benefit. We are rapidly approaching the period when yellow fever becomes epidemic; sporadic cases already exist, and your interest and solicitude in the welfare of hundreds of your countrymen demand that you should unite to bring about a satisfactory reform in this important matter.

Rio de Janeiro, 1 Feb. 1876.

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Sub-Enclosure 4, in Enclosure 1 in No. 3.

REVENUE of the SANTA CAZA DA MIZERICORDIA HOSPITAL, during the Year 1874 to 1875.

GENERAL REVENUE.		COLLECTED.						TO COLLECT.
		YEARS.		TOTAL OF ITEMS.		TOTAL.	TOTAL.	PRESENT YEAR.
		Past.	Present.	Real Value.	Nominal Value.	Real Value.	Nominal Value.	
Balance for last Year :		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Cash - - - - -	-	-	-	68,097-837	—	—	—	—
Treasury Bills - - - - -	-	-	-	20,000-000	-	88,097-837	—	—
Lotteries, public debt - - - - -	-	-	-	-	838,200-000	—	—	—
Stock of Brazil shares - - - - -	-	-	-	-	8,000-000	-	846,200-000	—
Ordinary :								
Property (houses) - - - - -	1	26,051-511	271,149-743	297,201-254	-	-	-	34,184-815
Country - - - - -	2	40-000	440-000	480-000	-	-	-	40-000
Rents and leases - - - - -	3	-	1,376-000	1,376-000	-	-	-	1,048-640
Ditto - - ditto - - - - -	4	-	700-000	700-000	—	—	—	—
Subsidy - - - - -	5	3,608-911	93,572-565	97,181-476	-	-	-	6,118-372
Port duty - - - - -	6	3,516-000	41,613-420	45,129-420	-	-	-	3,365-530
Public funds - - - - -	7	17,470-000	17,500-000	34,970-000	-	-	-	17,500-000
Stock of Brazil shares - - - - -	8	320-000	340-000	660-000	-	-	-	340-000
„ Lotteries - - - - -	9	-	36,600-000	36,600-000	—	—	—	—
Maintenance of sick, at their own cost - - - - -	10	6,576-300	41,008-194	47,584-494	-	-	-	9,606-700
Revenues from certificates - - - - -	11	847-720	8,483-200	9,330-920	-	-	-	786-000
Revenues of carriages - - - - -	12	16-000	-	16-000	—	—	—	—
Revenues from Babo - - - - -	13	2,887-820	25,657-052	28,544-872	-	-	-	2,758-000
„ D'Luiza - - - - -	14	8,669-300	29,897-004	38,566-304	-	-	-	8,497-332
„ Estevao - - - - -	15	1,425-000	15,476-660	16,901-660	-	-	-	1,533-332
„ Conde Ferreira - - - - -	16	300-000	300-000	600-000	-	-	-	300-000
	Rs.	71,728-562	548,113-838	655,842-400	-	655,842-400	—	—
Extraordinary :								
Requests - - - - -	17	-	30,335-277	30,335-277	1,000-000	—	—	—
Contributions - - - - -	18	-	2,660-700	2,660-700	—	—	—	—
Revenues found on the dead - - - - -	19	158-440	461-800	620-240	—	—	—	—
Revenues of lotteries - - - - -	20	-	28,393-946	28,393-946	—	—	—	—
Gratuities - - - - -	21	6,084-396	15,478-253	21,562-649	—	—	—	—
Lotteries with special application - - - - -	22	-	103,500-000	103,500-000	-	-	-	13,835-343
Unforeseen - - - - -	23	-	4,079-913	4,079-913	—	—	—	—
Superannuation Chest - - - - -	24	-	4,860-426	4,860-426	-	-	-	332-149
	Rs.	6,242-836	189,770-315	196,013-151	1,000-000	196,013-151	1,000-000	—
Conversion of Funds :								
Redemption of four Apolices of public debt of Rs. 1,000 each, for the Superannuation Fund - - - - -	-	-	-	-	-	-	4,000-000	—
					Rs.	939,953-388	851,200-000	100,246-203

26 July 1875.

Rio de Janeiro.

## Enclosure 2 in No. 3.

Sir,

Petropolis, 14 February 1876.

I HAVE received your Despatch of the 12th instant, respecting a meeting of British residents which you had convened, for the purpose of taking into consideration the present treatment of British seamen and others in the hospital at Rio de Janeiro, as exposed by you in a report on the subject.

I fully approve of what you have done, with the object of ameliorating the condition of British seamen when in sickness, and I shall be happy to assist the Committee named at the meeting by the British merchants in such a manner as will tend to bring about so desirable a result.

Richard Austin, Esq.,  
Acting British Consul.

I have, &c.  
(signed) Victor Drummond.

## — No. 4. —

(M. 5514.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
17 June 1876.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 6th ultimo, transmitting, by direction of the Earl of Derby, a Despatch, with its enclosures, from Her Majesty's Chargé d'Affaires at Rio de Janeiro, respecting the treatment of British merchant seamen in the Misericordia Hospital, and the proposed establishment of a British hospital in that city.

From the report on the subject prepared by Mr. Acting Consul Austin, and adopted by the residents and merchants at Rio, it appears that they would suggest that the Brazilian Government might remit the existing tax upon English vessels for the support of the Misericordia Hospital, viz., 4 s. per mast, and say 1 s. 3 d. per man, without the hospital feeling its loss in any appreciable manner, as the funds at its disposal from other sources are exceptionally large, and that a British hospital should be founded by imposing a small tax upon all English vessels entering the port.

In reply, I am to state that while the Board of Trade agree that it is most desirable that a British hospital should be established at Rio, and that an effort should be made to induce the Brazilian Government to exempt British vessels, as well as those of any other nation which may join in the scheme, from the tax to the Misericordia Hospital, yet that with regard to the proposal to transfer the tax to the British hospital, they are of opinion that the difficulty lies in the enforcement of it in a foreign country. If the tax is not enforced by the Government it must soon become voluntary, and the result will probably be that the worst class of masters will not pay, while the best will; and the income will be fluctuating and not to be depended upon.

Should the merchants, shipowners, and others interested in the trade of Rio be able to establish the hospital, the Board of Trade do not doubt that with good financial management it may be easily made self-supporting, even if they cannot obtain the assistance of the Government to enforce a tax. The Board of Trade on their part would be quite willing to pay a fairly remunerative rate for all distressed British seamen in the consul's charge.

The Under Secretary of State,  
Foreign Office.

I am, &c.  
(signed) Thomas Gray.

— No. 5. —

(M. 6027.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 19 April 1876.

WITH reference to my letter of the 6th instant, I am directed by the Earl of Derby to transmit to you, for any remarks which the Board of Trade may have to make thereon, a copy of a Despatch from the Acting British Consul at Rio de Janeiro reporting the temporary arrangements made for the hospital treatment of British seamen at that port.

The Secretary to the Board of Trade.

I am, &c.  
(signed) *T. V. Lister.*

Enclosure in No. 5.

My Lord,

Rio de Janeiro, 23 March 1876.

I HAVE the honour to report to your Lordship that the treatment of British seamen in the local hospitals became of late so unsatisfactory in every respect, but foreseeing the probability of yellow fever breaking out, I made, with Dr. Fairbairn's assistance, an arrangement for the treatment of the crews of British vessels temporarily at a private hospital.

The cost of treatment has been defrayed by a voluntary contribution of 1*l.* sterling each vessel, and 2*s.* for each man per diem.

The funeral expenses for such as have died being charged to their account. This arrangement was not compulsory on the seamen, but all have availed themselves of it cheerfully.

The percentage of deaths at the hospital, where they would otherwise have been treated, was stated by a Brazilian doctor to be 80 per cent., while at the private hospital, where the temporary arrangement referred to was carried out, it is, I am informed, only about 20 per cent.

I trust that any proceeding under these somewhat perplexing circumstances may have your Lordship's approval.

The Earl of Derby,  
&c. &c. &c.

I have, &c.  
(signed) *R. Austin.*

— No. 6. —

(M. 6027.)

Board of Trade to Foreign Office.

Sir,

Board of Trade, Whitehall Gardens,  
3 May 1876.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 19th ultimo, transmitting, by direction of the Earl of Derby, a copy of a Despatch from the Acting British Consul at Rio de Janeiro, reporting the temporary arrangements made for the hospital treatment of British seamen at that port.

In reply, I am to request that you will be good enough to convey to the Earl of Derby the entire approval by this Board of the arrangements entered into for the purpose above mentioned.

The Under Secretary of State,  
Foreign Office.

I am, &c.  
(signed) *Thomas Gray.*



Rio de Janeiro.

— No. 7. —

(M. 10,549.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 26 July 1876.

I AM directed by the Earl of Derby to transmit to you, with reference to your letter of the 17th ultimo, a further Despatch, and its enclosures, from Her Majesty's Chargé D'affaires at Rio de Janeiro relative to the project of establishing a hospital there under British management. The promoters of this scheme appear to wish that arrangements should be made for—

1. The surrender by the Brazilian Government of the tax now levied by them on British shipping, and on the shipping of other countries which may be willing to use the proposed new hospital, and the appropriation to that hospital of the proceeds of this tax, estimated at two thousand pounds per annum.
2. The institution of an additional tax on shipping by the authority of Her Majesty's Government, which the promoters estimate would yield another two thousand pounds per annum.
3. The grant of a sum of money by Her Majesty's Government to start the new hospital, together with an annual contribution from the same source towards its maintenance.

As regards the first head, Lord Derby fears that it is very doubtful whether the Brazilian Government would be inclined to surrender the present tax. It is stated in the report forming the third enclosure in Mr. Drummond's Despatch of the 6th of March, sent to you on the 6th of April, that the "Misericordia" Hospital has a revenue far in excess of its expenditure. If this be so it is probable that the proceeds of the tax are applied only in part for the benefit of the hospital, the surplus being looked upon as revenue to be applied to other purposes, and the expenditure on the hospital being for this reason kept at so low a rate that efficiency is sacrificed. Under these circumstances the remission of the tax would be a loss to the Brazilian Government which it is doubtful whether they would consent to incur.

The institution of a tax, as mentioned under the second head, would not, as far as Lord Derby is aware, be legal. Hospital dues are levied by consuls in the East by virtue of Orders in Council issued under the Foreign Jurisdiction Act, but this state of things is evidently not applicable to a country like Brazil. It may be recollected that an impression seemed recently to prevail at Pernambuco that a compulsory tax was leviable for a hospital placed under the Consular Act, but that impression is considered to be erroneous. Lord Derby, therefore, sees no means of establishing such a tax at Rio de Janeiro.

As regards the third head, the matter is hardly advanced enough to make it worth while at present to consider what direct assistance could be given by Her Majesty's Government to the scheme.

The Board of Trade in their letter of the 17th of June say that they consider it desirable to establish a hospital as proposed at Rio, and Lord Derby is also in favour of such a scheme if it can be accomplished. His Lordship, however, cannot but think that the residents, for the foregoing reasons, have been hasty in assuming the possibility of raising a revenue of four thousand pounds a year by the arrangements alluded to under the two first heads. Before proceeding further, therefore, Lord Derby wishes to remind the Board of Trade of the circumstances connected with the Callao Hospital. He believes that that hospital formerly left a great deal to be desired as regards management and medical attention. After representations, however, had been made on the duty devolving on the authorities in consideration of the hospital tax to keep the establishment in proper order, an improvement took place, which has, it is believed, been since maintained.

I am to request that you will lay this matter before the Lords of the Committee of Privy Council for Trade, and move them to acquaint Lord Derby with their views as to whether it might not be expedient to adopt a course in regard to the

Rio

Rio Native Hospital similar to that already followed with respect to the Callao Hospital, and that they will furnish his Lordship with any further remarks on the subject which may occur to them.

Rio de Janeiro.

I am also to request that the papers enclosed in this letter may be returned with your reply.

I am, &c.  
(signed) *Julian Pouncefote.*

The Secretary to the Board of Trade.

#### Enclosure in No. 7.

My Lord,

Rio de Janeiro, 31 March 1876.

WITH reference to my Despatch, of this series, respecting the proposal for a British Hospital at Rio de Janeiro, I have now the honour to enclose herewith to your Lordship a copy of a letter and its enclosures addressed to me by the committee appointed to carry out this scheme, copies of two enclosures mentioned in their letter, namely, the Report by Mr. Vice Consul Austin, and the Minutes of Proceedings on the 10th of February last, I have, however, already transmitted in my above-mentioned Despatch.

Your Lordship will learn from the letter of the committee that the British residents here have taken up the matter very seriously, and request me to bring the scheme to the notice of Her Majesty's Government, and their permission to levy through the British Consulate a small tax, not to exceed one penny per ton on all British vessels that enter this port.

At present two milreis a mast and six hundred reis a man is levied on British shipping for the Native Hospital, the "Misericordia;" the committee consider that when the hospital is started, it will be necessary to make an appeal to the Brazilian Government to remit this tax, which as far as regards British shipping now amounts to two thousand pounds per annum. If this is carried out and a tax not exceeding one penny per ton upon British shipping levied with subscriptions, donations, and bequests, and a small annual subscription from Her Majesty's Government, there will be a revenue of about four thousand five hundred pounds.

The committee also express the hope that after the manner pursued in Buenos Ayres, Her Majesty's Government would be disposed to give a donation towards the purpose of starting the hospital. They also proposed that if a tax on British shipping is allowed, that trustees shall be appointed to render annually to the Board of Trade an account of their trust.

In bringing the opinions and request of the committee, made through me, to the most favourable consideration of Her Majesty's Government, I think it right to mention, to prove the popularity of the proposal, that I observed on the list of names those of the agents of the Royal Mail Steam Packet Company, and of the Liverpool, Brazil, and River Plate Steam Navigation Company.

I have the honour to be with the highest respect, my Lord,

Yours, &c.

Right Honourable the Earl of Derby, (signed) *Victor A. W. Drummond.*  
&c. &c. &c.

#### Sub-Enclosure 1, in Enclosure in No. 7.

To *Victor Arthur Wellington Drummond, Esq.*, Her Britannic Majesty's Chargé d'Affaires at the Court of Brazil.

Sir,

AT a meeting of British subjects, held at the Consulate on the 10th February last, for the consideration of the urgent necessity for reform in the hospital treatment of British seamen and others at Rio de Janeiro, it was unanimously agreed—

"That in the opinion of this meeting it is both necessary and advisable for the welfare of British seamen that a hospital should be established in this city under English administration for the treatment of the sick."

Further, a committee was appointed to wait upon you, Sir, to consult as to the best means of carrying out this object.

The undersigned, the members of the committee, had the honour of an interview with you on the 22nd February, and while thanking you for the kind reception given to the



Rio de Janeiro.

idea of establishing a British Hospital in this city, and more especially for the promise of your support in the attempt to realise this noble and philanthropic object, would now say that, small as the meeting was, it is no indication of the want of interest in the subject amongst the British community, for the accompanying lists of signatures show that the British residents in Rio de Janeiro are fully in accord with the opinion unanimously expressed at the meeting.

With an opinion so strongly expressed as this was at the meeting, and backed as it now is by the majority of our countrymen, the committee comes before you to ask your good offices in obtaining from our Government permission to levy through the British Consulate a small tax, say not to exceed a penny per ton on all British vessels that enter this port.

\* See Sub-Encl. 3, in Enclosure, in No. 3, page 56.

From information laid before the meeting in a most able and exhaustive report by our Acting Consul, Mr. R. Austin, and which report accompanies this address,\* it is quite evident that as soon as the projected hospital is started an appeal will have to be made to the Brazilian Government to remit, as then could be so justly done, the man and mast tax now levied on British shipping, for the Native Hospital, the Santa Caza da Misericordia.

For the great difficulty in establishing a hospital is the heavy expense of supporting one of a size suitable for the wants of British shipping, and especially during the month the yellow fever rages.

It has been roundly estimated that the annual cost will be 5,000 £, and it is proposed that this should be raised from three distinct sources—

(1.) By a small tax, not exceeding a penny per ton on all British tonnage arriving at this port.

(2.) By the remission on the part of the Brazilian Government of the man and mast tax.

(3.) By private subscriptions, donations, and bequests.

With regard to the first source, the growing trade of this port, which, since 1868, has increased from 1,220 vessels with 534,000 tons, to, in 1875, 1,469 vessels, with 1,084,000 tons, is chiefly carried on by British vessels, and, taking the British tonnage at only one-half, the annual income at a penny a ton would be fully 2,000 £.

This spread, as it would be, over vessels making an aggregate of 700 voyages, would not be felt onerous, more especially considering the advantages an English hospital would give in case of need to the crew, officers, and passengers.

British shipowners have this year been relieved from paying any anchorage dues in any part of Brazil, and it is not likely, therefore, that a measure like this, of contributing a small amount (equivalent to that now levied by the Brazilian Government for the Native hospital) to the support of a British hospital, could possibly be objected to by them, when, moreover, the hospital is for the praiseworthy object of caring for, and protecting their own men, in the hour of their greatest need.

(2.) The remission of the man and mast tax by the Brazilian Government is expected to yield 2,000 £ per annum.

There is little doubt that once the British Government consented to a British hospital being established and supported by a tax on British shipping through the British Consulate, that the Brazilian Government would have hardly any reason for collecting this tax, which would then revert to the projected British hospital.

(3.) Subscriptions, donations, and bequests are expected to reach fully 500 £ per annum, for the subscriptions different from those to the church fund, and to the benevolent fund, which are mostly supplied by the mercantile houses, will become general, and extend to all classes in proportion to their means.

There is data, therefore, for supposing that the revenue would, from these three sources, be about 4,500 £ a year, which is expected, with a small annual subscription from the British Government, to be sufficient for the purpose.

It would greatly aid the object we all have in view if, after the manner pursued in Buenos Ayres, the British Government were asked to give a donation for the purpose of starting the hospital; for there is no doubt a donation thus given would at once bring forth other donations from people connected with Rio de Janeiro, residing both in Europe and Brazil.

The committee is fully alive to the responsibility attendant on starting a hospital in this city under British administration, and would suggest that in case the small hospital tax become on British shipping a reality, that the trustees of the Church and Burial Funds, and the members of the Board of the Benevolent Fund, be made Trustees for the Hospital Fund, and with the aid of the British Consul of the time being, rendered annually to the Board of Trade an account of their trust.

In an address of this sort we should not forget to mention the benefits that could not fail to redound to Her Majesty's Navy were a British hospital in existence.

It



It is well known that the early removal of yellow fever patients from the ship is the best possible means of preventing the spread of the infection, and thus would be the means of saving many valuable lives.

Rio de Janeiro.

Many other reasons might be given to justify and strengthen the request the committee makes in this address, viz., that the British Government allow an hospital tax to be levied by the British Consul on British ships, at a rate not exceeding a penny per ton, or in any one year, two thousand pounds, but it will be best to close this address with one which is of the greatest importance, namely, that by the establishing of a British hospital there would be one common and unmistakeable centre for the sick that come in numbers from the British ships during the yellow fever epidemic in the first quarter of every year.

We have, &c.  
(signed) *William Ford.*  
*William John Fairbairn, M.D.*  
*Edward W. May.*  
*Robert Norton.*

Rio de Janeiro, 30 May 1876.

#### Sub-Enclosure 2, in Enclosure in No. 7.

WE, the undersigned British subjects at present residing in Rio de Janeiro, consider that it is both necessary and advisable for the welfare of British seamen, that a hospital should be established in this city, under British administration, for the treatment of the sick.

(signed) *William Ford,*  
And 158 others.

Rio de Janeiro, 2 March 1876.

#### Sub-Enclosure 3, in Enclosure in No. 7.

Gentlemen,

British Consulate, Rio, 18 February 1876.

THE fact of its having become necessary to represent officially the unsatisfactory state of the hospital treatment of British seamen at this port, and the further circumstance that my exposition of its defective organisation and administration have been commented on as severe, and almost questioned, suggested the expediency of obtaining future evidence in a more substantial form than that in which my report was based. As the first result of this resolution, I have now the honour to transmit to you herewith the copy of a sworn declaration of Alexander Nielsen, a Swede, who has been an inmate of that establishment since the 1st of October last.

Messrs. Fairbairn, M.D., W. Ford,  
R. Norton, E. W. May.

I have, &c.  
(signed) *R. Austin.*

#### Sub-Enclosure 4, in Enclosure in No. 7.

SWORN DECLARATION of *Alexander Nielsen*, Native of Sweden, late Seaman on Board Messrs. Lamport and Holt's Steamship "Vandyke."

I WENT to the Santa Caza on the 1st October in consequence of an accident which caused the breaking of both my legs. The treatment was bad, the food very indifferent; for breakfast I got tea without sugar or milk, and a small piece of dry bread; the dinner was at half-past 11, when they gave me jerked beef and rice in small quantity. This was the fare throughout, without any change, not even on Christmas Day. I could not make myself understood by the doctors, who speak nothing but Portuguese; the sisters, all but one, speak French, and one German; they are very attentive to the French, but the English are very badly cared for. They asked me what my religion was; I said Protestant; they answered, Protestants are the same as dogs. I asked the French sisters for water to wash, but never could get answers from them, and my requests were never attended to. My wounds were never dressed but by myself; the most the doctors ever did was to look at me as they passed my bed, and said, "como va," which I did not understand; but they never examined the setting of my legs, done by the doctor of the "Vandyke." In the evening, about half-past 5, we got the same as in the morning, and then nothing till the next day. If I had had more food, and of a better kind, I feel sure I should have got well before now. The sisters give coffee to some of the patients, and otherwise treat them better. The English are the worse treated of any; the Germans and French the best.

Rio de Janeiro.

Both a priest and a sister spoke to me several times to change my religion. I saw several whom they got to change, and I saw them baptized, three English lads, one Swede, and a West Indian darkey; after this they were much better treated.

(signed) *Alexander Nielsen.*

Sworn before me at the British Consulate, this 18th day of February 1876.

(signed) *R. Austin,*  
Acting Consul.

In testimonium veritatis. Datum ut supra.

L. S.

(signed) *R. Austin,*  
Acting Consul.

— No. 8. —

(M. 10,549.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
25 August 1876.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your further letter of 26th ultimo, transmitting a Despatch from Her Majesty's Chargé D'affaires at Rio de Janeiro with regard to the scheme proposed by the English committee for founding and maintaining a separate English hospital there for disabled British seamen.

The Board of Trade are of opinion that but little reliance can be placed on the sources from which it is proposed to raise the necessary revenue. First, as regards the surrender by the Brazilian Government of the present "man and mast tax" imposed on British shipping entering the port for the support of the Misericordia Hospital, they quite agree with Lord Derby that the Brazilian authorities would not be likely to hand over this tax, especially if they were charged with the duty of collecting, which, unless the tax was to become a voluntary one, would be necessary under any circumstances.

As regards the imposition of a new tax of 1 *d.* a ton on British shipping entering the port in addition to the objections already stated in the former letter of 17th June last, I am to point out, were this proposal adopted, and the "man and mast tax" surrendered, it would virtually amount to a double assessment for the same object.

Under these circumstances, until a more feasible financial scheme is matured, the Board of Trade are of opinion that the time has not arrived to take into consideration the amount of pecuniary assistance, if any, which Her Majesty's Government may be prepared to contribute towards the support of the hospital.

At the same time the Board of Trade think that strong representations should be made to the Brazilian Government with a view to the recognition of the claims of British seamen to be provided with accommodation and medical attendance at the Misericordia Hospital, which may fitly represent the large sums paid annually by British shipping towards its support.

As regards the suggestion contained in your letter, that "it might be expedient to adopt a course in regard to the Rio Native Hospital similar to that already followed with respect to the Callao Hospital," I am to point out to Lord Derby that the cases are by no means similar, and that if by this proposal it is intended to suggest the desirability of appointing a medical inspector at Rio, performing like duties to those carried out by Dr. Watson at Callao, to whose exertions the success of the English portion of the hospital is mainly due, the Treasury have objected annually to the continuance of Dr. Watson's salary, and have especially stated that no new appointment of the sort would be sanctioned.

I have, &c.

(signed) *Thomas Gray.*

The Under Secretary of State,  
Foreign Office.



— No. 9. —

(M. 14,688.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 16 October 1876.

WITH reference to your letter of the 25th of August, I am directed by the Earl of Derby to transmit to you, for the information of the Board of Trade, a copy of a Despatch which his Lordship has addressed to Her Majesty's Minister at Rio de Janeiro, in regard to the proposal to establish a hospital there under British management.

I am, &amp;c.

(signed) *T. V. Lister.*

The Secretary to the Board of Trade.

Enclosure in No. 9.

Sir,

Foreign Office, 16 October 1876.

I HAVE considered, in communication with the Board of Trade, Mr. Drummond's Despatch, No. 8, of the 31st May, together with the previous correspondence, relative to the project of establishing a hospital at Rio de Janeiro under British management.

Although I am in favour of such an arrangement, if it can be shown to be feasible, I regret to say that it does not appear to me that reliance can be placed on the sources from which the promoters of the scheme propose to raise the necessary revenue.

These sources appear to be—

1. The surrender by the Brazilian Government of the tax now levied by them on British shipping, and on the shipping of other countries which may be willing to use the proposed new hospital, and the appropriation to that hospital of the proceeds of the tax, estimated at 2,000 *l.* per annum.

2. The institution of an additional tax on shipping by the authority of Her Majesty's Government, which the promoters estimate at another 2,000 *l.* per annum.

3. The grant of a sum of money by Her Majesty's Government to start the new hospital, together with an annual contribution from the same source towards its maintenance.

As regards the first head, I cannot but be very doubtful as to whether the Brazilian Government would be inclined to surrender the present tax. It is stated in the report forming the third enclosure in Mr. Drummond's Despatch, No. 5, of the 6th of March, that the "Misericordia" Hospital has a revenue far in excess of its expenditure. If this be so, it is probable that the proceeds of the tax are applied only in part for the benefit of the hospital, the surplus being looked upon as revenue to be used for other purposes, and the expenditure on the hospital being, for this reason, kept at so low a rate that efficiency is sacrificed. Under these circumstances the remission of the tax would entail a loss on the Brazilian Government which I can hardly think they would consent to incur, especially if they were charged with the duty of collecting it, which would be necessary under any circumstances unless the tax was to become a voluntary one.

Secondly, as regards the tax, which it is suggested should be instituted by the authority of Her Majesty's Government. I have to point out that, even if such an arrangement could be carried out, and the "man and mast" tax surrendered, there would virtually be a double agreement for the same object.

I am not aware, however, of any authority under which Her Majesty's Government could cause such a tax to be levied. Hospital dues are indeed levied in the East by virtue of the provisions of the Foreign Jurisdiction Act; but that Act is not applicable to such a country as Brazil, and I do not see, therefore, how such a tax could be legally levied at Rio.

Under all these circumstances, I do not consider that the time has arrived for entertaining the question of a grant from Her Majesty's Government for the benefit of the British Hospital.

I have, however, to request you to make a strong representation to the Brazilian Government, with a view to the recognition of the claims of British seamen to be provided with hospital accommodation and medical attendance which may more fitly represent the large sums paid annually by British shipping in the shape of hospital dues.

The correspondence and reports relating to this subject fully show the lax manner in which unreliable medical certificates are now given in the Rio Hospital to seamen who wish to feign illness, while the treatment of the really sick is far from satisfactory.

You will accordingly inform the Brazilian Government that Her Majesty's Government consider they have a fair right to ask for a material improvement in these matters. They



Rio de Janeiro.

would indeed suggest the propriety of the Brazilian authorities appointing a properly qualified English medical officer to supervise the treatment of British subjects; but if you think that such a suggestion would not be likely to be entertained you need not press it at present. You will, however, say that Her Majesty's Government at least expect that a careful attention be bestowed on both the medical and sanitary requirements of British patients; that there be no restriction to the visits to such patients of the British Consul, or the British chaplain, and that the religious ministration of Roman Catholics be not pressed on the patients against their will.

G. B. Mathew, G.C.B.,  
&c. &c. &c.

I am, &c.  
(signed) Derby.

— No. 10. —

(M. 2665.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 16 February 1877.

I AM directed by the Earl of Derby to transmit to you, to be laid before the Board of Trade, a Despatch, with its enclosures, from Her Majesty's Minister at Rio de Janeiro, relative to the treatment of British seamen in the hospital at Rio de Janeiro; and I am to request you to move the Board to favour Lord Derby with their opinion as to whether the offer of the Brazilian Government to abolish the hospital duties on British shipping would, if accepted, be of any material assistance towards securing better hospital treatment for seamen on board British ships.

The Secretary to the Board of Trade.

I am, &c.  
(signed) T. V. Lister.

Enclosure in No. 10.

My Lord,

Petropolis, 9 January 1877.

I BEG leave to transmit to your Lordship copies of my correspondence with the Baron de Cotegipe, respecting the treatment of British sailors in the hospital of Rio de Janeiro, in pursuance of the instructions conveyed by your Lordship's Despatch of the 16th of October.

It is almost unnecessary to say that, M. de Cotegipe denies that the complaints made have the slightest foundation, but the tone of his Excellency's note to this effect appeared to me of so unusual a nature that I considered it right to reply to it, enclosing two sworn depositions of complainants.

I was unable, to my surprise, to obtain from Her Majesty's Consulate a precise return of the amount paid annually by British shipping to the hospital at Rio de Janeiro (a sum of 2,000 reals (two milreis) per mast is charged, and of 600 reis per man), for the Acting Consul informed me that the steamships carrying mails did not "enter" at the Consulate, on arrival, or in any way report there, unless any change took place in their crews.

This observance is, I believe, imperative in other ports, and I do not see how the Consul can make a correct annual report of the amount of British tonnage, or of the number of seamen employed in our commerce with Brazil, if it is not enforced at Rio de Janeiro.

The complaints respecting the hospital have been so general, and of so similar a nature, that it is impossible that they should be without foundation. I am, however, disposed to think that the late Premier, Signor Zacharias de Goes e Vasconcellos, who holds the post of director, has been unaware of the state of affairs which has given rise to them, and is grossly deceived with regard to the conduct of the Sisters of Charity who act as nurses, and of the other attendants.

I understand M. de Cotegipe's note as an offer to abolish the hospital duties on British shipping, and the Acting Consul assures me that measures might be adopted for the treatment of British seamen in a more efficient manner in some other locality, and at no greater cost to the Mercantile Navy than is now incurred, especially if, as he believes would be the case, other Foreign Consuls concurred in the arrangement.

This, however, may not be deemed requisite if the object in view is attained by my remonstrances, and I shall not fail to report to your Lordship on the subject.

The Right Honourable Earl of Derby,  
&c. &c. &c.

I have, &c.  
(signed) George Buckley Mathew.

## Sub-Enclosure 1, in Enclosure in No. 10.

Monsieur le Ministre,

Her Majesty's Legation, 16 November 1876.

NUMEROUS complaints having reached Her Majesty's Government with regard to the treatment of British sailors in the hospital of Rio de Janeiro, I am instructed by the Earl of Derby to solicit the attention of His Imperial Majesty's Government to the subject, with a view to the recognition of the unquestionable claim of British seamen to be provided with such hospital accommodation and with such medical attendance as may more fairly correspond with the large amount paid annually by British shipping in the shape of hospital dues.

The correspondence and reports upon this matter have obliged Her Majesty's Government to entertain the belief that the treatment of the really sick is far from satisfactory, while the lax manner in which medical certificates are granted to seamen who desire to feign illness appears to be very objectionable.

A further complaint of which I have cognizance is, that a marked difference in the care taken of the patients is shown by the attendant nurses between the Protestants and the Roman Catholics.

I assure myself, from my knowledge of your Excellency's high sense of justice, that your Excellency will concur with me in the opinion that British shipping should be released from these dues, and that due provision for their sick seamen should be otherwise made, if their just grounds of complaint are not removed.

Her Majesty's Government may fairly, I think, suggest to that of His Imperial Majesty the propriety of the nomination by the hospital authorities of some duly qualified English medical officer to supervise the treatment of British sailors, and they are assuredly entitled to expect that a careful attention be bestowed on both the medical and sanitary requirements of British patients.

The hospital is, I apprehend, a noble, national, and public institution, supported by foreign as well as by native funds, and Her Majesty's Government are justified in asking that there be no restriction to the visits to British patients of the British chaplain as well as of the British Consul, and that the religious ministration of Roman Catholics be not pressed upon them against their desire.

(signed) *George Buckley Mathew.*

His Excellency the Baron de Cotegipe,  
&c. &c. &c.

## Sub-Enclosure 2, in Enclosure in No. 10.

(Translation.)

Rio de Janeiro, Ministry of Foreign Affairs,  
22 December 1876.

THE knowledge which I possess of the great kindness with which the sick are treated in the hospital of the "Santa Caza de Misericordia" would suffice for me to answer the note which was addressed to me on the 16th ultimo by His Excellency Mr. George Buckley Mathew, Envoy Extraordinary and Minister Plenipotentiary of Her Britannic Majesty. It was, however, only fair that the administration of that pious establishment should be made acquainted with the censure passed on it, and this has hindered me until now from saying what it behoves me to say.

His Excellency will pardon this slight delay, in consideration of the credit being at stake of an institution deserving of the highest respect.

When the British Government ordered the present reclamation to be made, they certainly were not correctly informed of the facts, nor did they fully consider the nature of the relations between the hospital and the sick therein received, otherwise they would not order to be drawn up unfounded complaints, and prescribe demands which have a tendency towards giving them a right to interfere in an establishment which is, and must remain, foreign to interference.

It is painful to be obliged to repel complaints and demands which place in doubt virtually the practice of a virtue which among Brazilians dispenses with stimulus of every kind.

Charity towards the sick is in this country neither an object of speculation nor a gratification of vanity; it is unmingled with all personal and mean interest, as numerous hospitals prove which bear testimony to the order, cleanliness, abundance, science, and care. In the van of these hospitals is the "Santa Caza," not only for its antiquity and wealth, but also from the particular care taken to introduce therein the improvements recommended by its own and foreign experience.

The reclamation which Mr. Buckley Mathew presents is founded, according to what his Excellency says, on numerous complaints received by his Government, and embrace three points:

1st. The treatment of sailors really ill is far from satisfactory.

2nd. Medical certificates are granted to sailors when malingering.

3rd. The



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3rd. The nurses show a marked difference in the treatment of the sick, according as they may be Catholics or Protestants, and exercise on the latter a pressure for their religious conversion.

The governor of the "Santa Caza da Misericordia," a gentleman distinguished by his high position and personal qualities, assures me that he was surprised by the present reclamations, and that during the long period of 10 years in which he has been in the administration, he never heard, nor had he any suspicion, that the hospital was the object of such deep and extensive complaint. Strictly speaking it does not appear to me that this subject requires a diplomatic reclamation, and although, in my opinion, the assertion of the governor does not require confirmation, I will also say that the complaints now made are new to the Ministry under my charge.

The vague nature of the imputation of ill-treatment would excuse me from a detailed refutation. Should I limit myself to opposing a simple negative to the asseveration of the complainants as to the foundation of the reclamation, I should not consider that I was wanting towards the British Government and their worthy envoy in the consideration which they merit, more especially considering that the word of distinguished and disinterested men cannot lose its weight when opposed to anonymous statements which escape all appreciation. I will nevertheless do more than simply deny what was simply asserted, with no other proof than mere assertion.

The hospital of the "Santa Caza" is not a mercantile undertaking, it is a charitable establishment in which, without distinction of nationalities and religions, the sick poor are treated gratuitously, and those who are not poor for a moderate remuneration. The nature of that establishment repels by itself alone the imputation made.

On it, and on others, which depend on the "Santa Caza," his Excellency, Mr. Buckley Mathew, will find interesting information in a book entitled, "O Imperio do Brazil na Exposicao de 1876 em Philadelphia," and published with a view of giving foreigners an exact idea of the country, and correct unjust impressions which have gone forth printed, and some of which are unfortunately of official origin.

In that book his Excellency will see that in that year 1874-75 there were treated in the general hospital 14,512 patients, of whom 9,617 were foreigners of every nation and religion. From information not to be found in the said book, but which was afforded by the governor, the result is shown in the five years between 1871-75, that there were treated in the hospitals of the "Santa Caza" 8,067 sailors of sundry nationalities, of whom 1,625 were English, and of these only 134 died. If the treatment which the English received may be estimated by the mortality, it is not, as his Excellency says, far from being satisfactory. To this consideration, which is of great value, is added another not less so, and it is that against a hospital that shows a movement of 14,512 patients in one year, the English sailors alone should complain, of whom the number is only 1,625 in one term of five years, or 325 per annum mean average.

It will be seen that the facts bear witness against the complaints, and I cite them in the first place, for they do away with all doubt that might exist as to the veracity of the authorities of the "Santa Caza," when they affirm that the English sailors are well treated.

The "Santa Caza da Misericordia" has in its service the most distinguished medical men as to science and experience, and in the infirmary of the foreign sailors, and therefore of the British, the regimen costs more than in the others.

I make these observations because the vague imputation of ill-treatment cannot but refer to either the zeal and capacity of the medical men or to the insufficiency or bad quality of the diet.

The declaration of the governor and of the medical men of the "Santa Caza" is confirmed directly by the facts and indirectly by official letters of some of the foreign consuls, the originals of which I have before me. In those official letters addressed in 1873 to the Governor in answer to a circular, to which the question of religion gave rise, no complaint was made against the treatment of the foreigners in what respects the first imputation, and yet the opportunity was a favourable one if there had been any foundation for complaint.

The second imputation supposes the medical men of the hospital to be capable of conniving at the stratagems or malingering of the British sailors, who, under pretext of illness, seek to shirk their duty, and above all, by the qualifying expression which his Excellency used, offends the character of the medical men and of those who appoint them.

To the second part of the third imputation, that is the one which treats of the pressure used in religious ministry, the official letters to which I alluded answer exactly. They are signed by the Consuls of Great Britain, Germany, Austro-Hungary, Russia, Sweden, Denmark, Switzerland, and the Netherlands. All those agents were unanimous in declaring that they were not aware that their fellow countrymen were ill-treated in order that they should change their religion.

His Excellency, Mr. Buckley Mathew, says that he knows that the sick nurses show a marked difference in the treatment of the sick who are Catholics and those who are Protestants, and this is the first part of the third imputation. Notwithstanding every respect which his word deserves, as I believe the knowledge alleged by his Excellency is not personal, I beg leave to assure him that he was not correctly informed, and to oppose to the origin of his assertion the official letter of the very consul of his country, which, although



although it does not precisely refer to the point touched on by his Excellency, permits to be seen that there is not that pretended difference of treatment.

Effectively, if religious ministry exercises no pressure, as the consular agents testify, and among them the agents of Great Britain, if the most serious part of the imputation thus disappears, it is permitted us to believe that the other part also requires foundation. This induction would be a sufficient answer to a simple affirmation, but I am able to add to this testimony that of two of the above-mentioned agents, those of Switzerland and of the Netherlands, that their fellow countrymen showed themselves grateful for the careful treatment which they were receiving. If any inequality of treatment existed on account of religion, a motive would be wanting to this gratitude, and certainly it would not be expressed. To the valuable testimony of those two agents let me be permitted to add another of not less value, but direct and positive; M. le Conseiller, the governor of the "Santa Caza," who has a right to be believed, assures me that the complaint respecting either the difference of treatment or the pressure through religious ministry is entirely groundless.

With this assurance, I conclude the first part of the present answer, and pass on to take into consideration the demands made by his Excellency Mr. Buckley Mathew.

The British Government claim that the sailors of that nation have a right to the treatment proportionate to the large sum annually paid by the respective merchant vessels in benefit of the hospitals, and on this ground demand that the following measures be taken:—

1st. That there should be appointed by the authorities of the "Santa Caza" some English medical man duly qualified to superintend the treatment of the said sailors.

2nd. That there be not the slightest restriction placed to the visits of the chaplain and of the Consul of Her Britannic Majesty to the English patients.

3rd. That they be not obliged to accept the ministry of the Roman Catholic priests.

4th. That English vessels be relieved from the dues which they pay, or if the sick crews' complaints be not attended to, that their treatment be otherwise provided for.

The British Government form a very exaggerated idea of the sum annually paid in this port by their merchant ships, and which is received into the coffers of the "Santa Caza da Misericordia."

I have before me official information which the governor afforded me, and which I shall make use of to reduce the question to its true limits.

The contribution in question produced in the five years from 1871–75, Rs. 225,369. 010., or a mean amount of Rs. 45,073. 802. per annum. This sum comprises the amounts paid by all the merchant shipping, both national and foreign.

In the same term of five years, there were treated in the hospitals of the "Santa Caza," 8,067 sailors of all nations, of whom 1,625 English, which gives a mean annual number of 325.

The treatment of all the sailors lasted 132,994 days, and that of the English 22,885, or a mean term of 4,577 per annum.

Taking as a basis the annual mean amount of Rs. 45,073. 802., the Misericordia received each day for the treatment of one sailor the small sum of Rs. 1. 694.

The "Santa Caza" receives the contribution of all the vessels in a lump sum, without knowing the portion that is paid by each vessel of each separate nation, and having no other basis for its calculation, it cannot arrive at any other result; but I am inclined to suppose that its estimate is below the reality, the cost of daily treatment of each English sailor being much more than it calculates.

There is not in this city a "Maison de Santé" that does not exact at least three milreis per diem for the treatment of a sick person in their general infirmaries, and in none of them are the sick better treated than in the hospital of the "Santa Caza." Thus, then, whether this question be considered absolutely or in comparison with private establishments, it becomes evident that the contribution paid by the English vessels is not so great as the British Government believe, and does not authorise the demand for nicer treatment. Nor do I believe that the existence of dues gives a right to alter in favour of a certain class of sick the economy of a hospital which has rules, good rules, as good as any of any hospital in Great Britain, and where the care which is taken of the sick is not measured by the amount of the money paid. Should no dues be levied, and each English sailor pay for his cure like any other individual not of the class of the needy, he would have to submit to the regimen of the house, save the right of reclamation before the authorities of the same, the only competent persons to decide on what may be just. The manner in which payment is made does not constitute a difference or privilege which can be cited, and therefore the case of the sailors becomes similar to that of the other sick, and subject to the same conditions.

The appointment of the medical men of the "Santa Caza" is not within the attributions of the Government; but even were it, they would not, for most striking reasons, assent to any indication made.

The Brazilians who serve in those establishments are competent to fulfil the functions

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of their office, and worthy of the greatest confidence. The appointment of a foreigner for the reason alleged would be injurious to them. Furthermore, as the English enjoy no privilege, should the same claim be put forward on the part of other Governments, they would have to be in like manner attended to, and then the injury would be aggravated, and, at the same time, anarchy, where necessary order now exists, would be introduced. For these same reasons, the Imperial Government ought not to act on advice; the effect would be identical, and the administration of the "Santa Caza" would have reason to reject such an insinuation.

There is no occasion to demand that facilities should be given for the visits of the chaplain and Consul of Her Britannic Majesty. Either of those functionaries may visit every day the sick of their nation, as the functionaries of other nations visit, or may visit, their fellow-countrymen. There are no restrictions there whatever; ingress is free, and if the British chaplain, and Consul, do not go to the hospital, it is because they do not care to do it.

As to the religious ministry, I have nothing to add to what I have already observed; there is not the slightest pressure exercised.

The abolition of the dues remains, of which I shall now treat.

The "Santa Caza da Misericordia" has a patrimony of more than 17,000 contos, and in the five years between 1871-75 expended on the sick in the general hospital, and in the "Hospicio de Nossa Senhora da Sande," Rs. 2,200,797. 150., or a mean sum of Rs. 440,159. 430 per annum. These figures show that it can maintain itself, and attend amply to the object of its institution without the aid of the contribution paid by the national and foreign merchant vessels, which I have already shown averaged in the said five years' term, the small annual sum of Rs. 45,073. 802.

On the other hand, should the dues be abolished, and the English sailors continue to enter the hospitals of the "Santa Caza," they would pay the same as individuals who are not in a miserable state of poverty.

For the "Misericordia," therefore, the small importance of the dues being considered, the abolition of these is a matter of indifference; it may perhaps be said that it would be better to abolish them, for then there would no longer exist the coincidence of a decrease in the money collected, and an increase in the number of sick, and the Administration declares they prefer it.

The dues in question had their origin in a contract spontaneously initiated by the captains, masters, and mates of ships and other craft, and accepted by the "Santa Caza" in 1738, and still figures in the general depositions of the budget of the empire, with their primitive application.

But the legislative power is not prevented from creating taxes in benefit of local institutions, and to maintain them in spite of individuals who pay those taxes, not desiring to avail themselves of the corresponding advantages. By virtue of this principle, the present dues may be maintained in any case. I do not, however, hesitate in telling his Excellency, Mr. Buckley Mathew, that the Imperial Government would have no hesitation in proposing its abolition with regard to British ships without the "Santa Caza" on that account omitting to fulfil its mission of charity towards the needy British subjects by continuing to treat them gratuitously. I will conclude by answering an observation with which Mr. Buckley Mathew ends his note.

His Excellency said that the hospital of the "Santa Caza" is maintained by the money of natives and foreigners, and on this he especially founded his demand relative to the visit of the chaplain, and of the Consul of Her Britannic Majesty, and the pressure of religious ministry.

The hospital of the "Santa Casa" was founded by the Portuguese, and maintained by them up to the time of the Independence of Brazil, and from that time forward was maintained by donations of Brazilians and Portuguese; I am not aware of other foreigners, besides the last named, having contributed to that pious institution, as the dues with which I have occupied myself in this present note cannot be considered as donations.

At all events, even if any donations had been made by the English, that would not have been a sufficient motive for authorising a foreign and official intervention.

I have, &c.  
(signed) *Baraön de Cortegipe.*

To His Excellency George Buckley Mathew, Esq.,  
Envoy Extraordinary and Minister Plenipotentiary of Great Britain,  
&c. &c. &c.

Sub-Enclosure 3, in Enclosure in No. 10.

M. le Ministre,

Her Majesty's Legation, 7 January 1877.

I HAVE the honour to acknowledge your Excellency's note of the 22nd ultimo, respecting the treatment of British patients in the hospital of Rio de Janeiro, and I shall duly transmit it by the mail next ensuing to Her Majesty's Secretary of State for Foreign Affairs. It is, however, incumbent upon me to trouble your Excellency with  
some



some remarks upon the subject at issue, and to point out to your Excellency some misapprehensions which appear to have occurred in the interpretation of my note of the 16th November, to which your Excellency has done me the favour to reply. But in the first place I must beg your Excellency to believe that it was as far from my intention as from my desire to deny to the Brazilian nation the possession in the highest degree of the virtue of charity which your Excellency has thought it necessary to claim for them, or to depreciate the noble institutions to which it has given rise; nor do I wish to doubt the correctness of your Excellency's statement that the rules of the hospital of the "Santa Caza" are "as good as those of any hospital in England."

In that country, however, many similar establishments of a possibly not inferior character exist, where the poor are gratuitously received, where patients of various religions are treated with equal care, and where an inquiry into, or any remarks upon their particular faith, is never permitted to be made.

I concur most fully in the encomium passed by your Excellency upon the justly eminent statesman who fills the place of "Provedor" of the hospital, and I feel well assured that Senor Zacharias de Goes e Vasconcellos is unaware of the complaints that have been made, and will immediately insist upon a prompt correction of the habits which have given rise to them, if they appear to be well founded.

Your Excellency is, however, in error in assuming that any of these complaints have been "anonymous." Her Majesty's Government are not in the habit of noticing anonymous communications, or of preferring complaints that do not appear to be well founded, and I beg leave to enclose to your Excellency herewith copies of two sworn depositions which embody the groundwork of the many that have been made.

These sworn statements may certainly be alleged to be false, but it is right to observe that they were made after the sailors had left the hospital, and would be naturally disposed to think lightly of events that were passed, and that the deponents could have no personal object in taking false oaths, which their religion taught them would be a heinous sin.

Your Excellency is right in the supposition that I had no *personal* knowledge of the treatment of British Protestants in the hospital, but as stated, I apprehend, in my note; I have been aware from time to time of the complaints of sailors on coming out of the hospital, or of their captains, and they were invariably to the same effect.

The Circular addressed (doubtless for specific reasons) in 1873 to Her Majesty's Consul, among others, does not touch upon the question of any difference in the care or attention shown to Protestants, but briefly asks the Consul if he had any knowledge that the sick of his nation had suffered ill-treatment for the purpose of making them change their religion, and was answered accordingly.

The Acting Consul informs me that the complaints of a wide difference in the treatment between Protestants and Roman Catholics were well known in the consulate.

Your Excellency has mistaken the tenor of my note with regard to the nomination of an English medical attendant in assuming that Her Majesty's Government "demands" (*exige*) this appointment. Your Excellency will perceive, on referring to that document, that I merely stated that I thought that Her Majesty's Government might fairly suggest the propriety of such an act.

The difficulty of communicating with a patient of a different nationality in the absence of an interpreter, places the medical officer in an unfair and embarrassing position; on the one hand, although responsible for the treatment, he is unable to gather from the sick man what he feels, and the nature of his pain; on the other, he can be more easily deceived by a man who feigns sickness. My suggestion, therefore, conveys no imputation on the medical officers of the hospital, but was rather made, on the contrary, in the belief that it would coincide with their wishes, as well as with the wishes of the directors of a public institution, which I characterised as a "noble" one.

I am very glad to learn from your Excellency's note that the English chaplain, as well as Her Majesty's Consul, will be freely admitted to the hospital whenever they may desire to visit their sick fellow-countrymen.

By an approximate return, furnished me by Her Majesty's Acting Consul, I find that the amount paid by British shipping for the financial year 1872-73 amounted to Rs. 13,452,000, or 1,198 l. 1 s. 4½ d. at the present exchange of 25d., and to Rs. 16,351,000, or 1,456 l. 5 s. 3 d. for 1873-74. As the number of British vessels has not fallen off, the Acting Consul has no doubt that equal amounts were paid in the last two years.

He informs me that 324 British sailors were admitted in 1874 to the hospital, and its branch establishments, of whom 48 died; and that 279 were admitted in 1875, of whom 57 died.

As your Excellency has made known with perfect propriety the complaints it was my duty to lay before you to the provedor of the hospital, I shall feel greatly obliged if your Excellency will transmit to that honourable functionary a copy of my present note and enclosures.

I avail myself, &c.

(signed) *George Buckley Mathew.*



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## Sub-Enclosure 4, in Enclosure in No. 10.

SWORN DECLARATION of *Axel Johnson*, Native of Sweden, left at this Port through Illness, from the British Ship "Blair Drummond."

I WENT to the hospital on the 28th of January. They gave me nothing but tea and a little bread in the morning, nothing but rice and jerked beef for dinner at about 11 a.m., and again tea and a very little bread at night; they don't give half enough for a man to eat. The sisters tried to persuade me to turn my religion; they try this with all who are not Roman Catholics, and those who turn are much better treated. I saw them administer the sacrament and baptise an English lad (I can't remember his name), when he was too ill to speak; this was done by the sisters and a priest. They also persuaded an old man, about 70 years old, and baptised him, an Englishman. The doctors only attend to sick men once, and afterwards pass them without taking any notice; they don't speak English. I asked on one occasion for a book to read, and the sister brought me a Roman Catholic catechism. The French are the best treated, and get coffee in the morning and wine at dinner.

(signed) *A. Johnson.*

Sworn before me at the British Consulate, this 19th day of February 1876.

(signed) *R. Austin, Acting Consul.*

In testimonium veritatis. Datum ut supra.

L. S.

(signed) *R. Austin, Acting Consul.*

## Sub-Enclosure 5, in Enclosure in No. 10.

SWORN DECLARATION of *Alexander Nielsen*, Native of Sweden, late Seaman on board Messrs. Lampolt and Holt's Steamship "Vandyke."

I WENT to the "Santa Caza" on the 1st of October, in consequence of an accident which caused the breaking of both my legs. The treatment was bad, the food very indifferent; for breakfast, I got tea without sugar or milk, and a small piece of dry bread; the dinner was at half-past 11, when they gave me jerked beef and rice in small quantity. This was the fare throughout without any change, not even on Christmas Day. I could not make myself understood by the doctors, who speak nothing but Portuguese; the sisters, all but one, speak French, and one German; they are very attentive to the French, but the English are very badly cared for. They asked me what my religion was; I said Protestant; they answered Protestants are the same as dogs. I asked the French sisters for water to wash, but never could get answers from them, and my requests were never attended to; my wounds were never dressed but by myself; the most the doctors ever did was to look at me as they passed my bed, and said "Como va," which I did not understand, but they never examined the setting of my legs done by the doctor of the "Vandyke." In the evening at half-past five, we got the same as in the morning, and then nothing till next day. If I had had more food and of a better kind, I feel sure I should have got well before now. The sisters give coffee to some of the patients, and otherwise treat them better. The English are the worst treated of any, the Germans and French the best. Both a priest and a sister spoke to me several times to change my religion; I saw several whom they got to change, and I saw them baptized, three English lads, one Swede and a West Indian darkey; after this they were much better treated.

(signed) *Alexander Nielsen.*

Sworn before me at the British Consulate, this 18th day in February 1876.

(signed) *R. Austin, Acting Consul.*

In testimonium veritatis. Datum ut supra.

L. S.

(signed) *R. Austin, Acting Consul.*

Rio de Janeiro.

— No. 11. —

(M. 2665)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
20 March 1877.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of 16th ultimo, transmitting a Despatch with its enclosures, from Her Majesty's Minister at Rio de Janeiro, relative to the treatment of British seamen in the hospital at that port, and the proposal of the Brazilian Government to abolish the tax levied on British shipping and seamen towards the support of the hospital.

In reply, I am to state, for Lord Derby's information, that the Board of Trade are of opinion that no lasting benefit would at present be secured to the mercantile marine by the abolition of this tax, as there would be no guarantee for the provision of any improved accommodation for British seamen, nor any check on the charges which might be levied on individual seamen.

They therefore think that, in the absence of any satisfactory scheme for supplying British seamen with better accommodation, efforts should be directed to secure better treatment in the native hospital in return for the large amount received by tax on British vessels.

The Under Secretary of State,  
Foreign Office.

I have, &c.  
(signed) *Thomas Gray.*

## PERNAMBUCO.

Pernambuco.

— No. 1. —

(M. 2062).

Foreign Office to Board of Trade.

Sir,

Foreign Office, 2 February 1876.

I AM directed by the Earl of Derby to transmit to you, for the information of the Board of Trade, the accompanying copy of a Despatch from the Acting British Consul at Pernambuco, submitting, on behalf of the authorities of the hospital, the question whether payment of hospital dues refused by masters of British vessels can be recovered from the owners, and I am to request that Lord Derby may be favoured with their Lordships' opinion on this point.

\* \* \* \* \*

I am, &amp;c.

The Secretary of the Board of Trade.

(signed) *Robert Bourke.*

Enclosure in No.1.

British Consulate, Pernambuco,  
14 December 1875.

My Lord,

I HAVE been requested by the committee of the British Hospital to make such representations as will tend to assist them in recovering the hospital dues which the masters of British vessels may refuse to pay, in accordance with the rules and regulations established under the authority of the Act 6 Geo. 4, c. 87.

merchants, consignees of same, that all such rules and regulations and voluntary subscrip-

It does not appear to be understood by the majority of shipmasters, and even by some tions agreed upon in conformity with that Act, are all of full force and effect upon all Her Majesty's subjects until such time as they shall be cancelled or annulled at an annual general meeting of the subscribers.

Pernambuco.

I have therefore the honour to refer this question to your Lordship, so that if the opinion I have given be correct, it may have the weight and authority of your Lordship's approbation.

To Her Majesty's  
Secretary of State for Foreign Affairs,  
Foreign Office, London.

I have, &c.  
(signed) *Richard Corfield.*

— No. 2. —

(M. 2062.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
15 February 1876.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 2nd instant, transmitting a copy of a Despatch from the Acting British Consul at Pernambuco, submitting, on behalf of the authorities of the hospital, the question whether the payment of hospital dues refused by masters of British ships can be recovered from the owners under the authority of the 6 Geo. 4, c. 87.

The Board of Trade desire me to state, for the information of the Earl of Derby, that in their opinion the Act referred to applies only to voluntary subscriptions, and that it is very doubtful whether the 15th section would authorise the imposition of an obligatory rate to support the hospital.

Under Sections 14 and 15 power is given to the subscribers, under the leadership of the consul, to hold meetings, and to establish rules for the management of churches, hospitals, &c., out of the funds collected; but these funds appear to be entirely voluntary, and there is no power given by the Act to make rules for enforcing their payment.

The Under Secretary of State,  
Foreign Office.

I am, &c.  
(signed) *Thomas Gray.*

— No. 3. —

(M. 8169.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 29 May 1876.

I AM directed by the Earl of Derby to inform you that the British hospital at Pernambuco having been obliged to incur a large expenditure on account of yellow fever having been very prevalent there for several years in succession, the authorities of that establishment submitted, through Her Majesty's consulate, a request for assistance from public funds. After some correspondence between this office and the Treasury, that department declined to authorise any expenditure in aid of the hospital, and stated their willingness to consent to the hospital being made over wholly to the British community in respect of ownership and management; adding, that if its value is as represented, it must be available for a mortgage to raise any immediately needed funds.

I am to transmit to you a copy of the Despatch which was in consequence addressed to the Acting British Consul, together with copies of the Despatch and enclosure received from him, in reply.

It will be seen that the hospital committee are unwilling that Her Majesty's Government should give up the property chiefly, as it seems, from an impression that, while it remains Government property and under the Consular Act, there are means for compelling shipping to pay the tonnage fee levied for the support of the hospital. Lord Derby believes that this is an erroneous impression; and he understands from your letter of the 15th of February that his opinion



on this point is shared by the Board of Trade. His Lordship therefore inclines to the opinion that the withdrawal of the Government from the ownership of the hospital would not affect the tonnage fee, which is under the present arrangement only a voluntary rate.

If, however, payment of the fee were more frequently refused after the withdrawal of the Government than it is now, it would be open to the managers of the hospital to substitute for it a charge for medical treatment of patients; and, in any event, they would seem to be at liberty to demand payment for British seamen and subjects sent to the hospital by Her Majesty's Consulate, such persons being now treated gratuitously.

I am to enclose an extract from a letter written on 11th May 1875 to the Treasury, which gives the history of the hospital, and I am to request that you will move the Board of Trade to favour Lord Derby with their views on the present aspect of the case, in which the treatment of sick seamen enters as an element of considerable importance.

The Secretary to the Board of Trade.

I am, &c.  
(signed) *T. V. Lister.*

Pernambuco.

Enclosure 1, in No. 3.

Sir,

Foreign Office, 26 February 1876.

I AM directed by the Earl of Derby to inform you that your Despatch, of the 29th October last, relative to the difficulties in which the Pernambuco hospital has become involved, having been referred for the favourable consideration of the Lords Commissioners of the Treasury, their Lordships have decided that they would not feel themselves justified in making any grant from Imperial funds in aid of that institution. Under these circumstances, I am to instruct you to inform the committee of the hospital that Her Majesty's Government are prepared to make over to them the entire ownership and management of the establishment, and that it will be for them to make such arrangements for its support as they may consider best adapted to that end.

You will report to Lord Derby the result of your communication to the Pernambuco Hospital Committee upon this subject.

(signed) *T. V. Lister.*

R. Corfield, Esq.,  
Her Britannic Majesty's Acting Consul, Pernambuco.

Enclosure 2, in No. 3.

My Lord,

British Consulate, Pernambuco,  
7 April 1876.

I HAVE the honour to acknowledge the receipt of Mr. Under Secretary Lister's Despatch of the 26th of February last, stating that the Lords of the Treasury, to whom the pecuniary difficulties of the British hospital here had been referred for favourable consideration, have decided that they would not feel themselves justified in making any grant from Imperial funds in aid of that institution; and directing me to inform the committee of the hospital that Her Majesty's Government, under these circumstances, are prepared to make over to them the entire ownership and management of the establishment.

I now beg leave to transmit to your Lordship the reply of the committee to my communication on the subject; and I would take the liberty of adding, that the change in the present ownership and management, as proposed, would not remove the difficulties which have been represented, but would lead rather to the breaking up of this invaluable institution, and that the chief interest consists in providing that British merchant shipping resorting to this port shall not capriciously refuse payment of hospital dues for the protection and care of their crews, and thus set aside the intent and spirit of the Act under which this hospital was established.

I have, &c.  
(signed) *Richard Corfield.*

The Right Hon. the Earl of Derby,  
&c. &c. &c.

Pernambuco.

## Enclosure 3, in No. 3.

Sir,

Pernambuco, 5 April 1876.

THE managing committee of the British hospital have the honour to acknowledge receipt of your communication of the 3rd instant, in which you inform them that—

The Lords of the Treasury do not feel themselves justified in making any grant from Imperial funds in aid of this institution.

But that Her Majesty's Government are prepared to make over to the managing committee the entire ownership and management of the establishment for them to make such arrangements as they may consider best adapted to that end.

The managing committee learn with much regret the inability of Her Majesty's Government to contribute towards the cost of buildings which would become national property, and they learn with more regret still the willingness of Her Majesty's Government to hand over the entire ownership of the hospital to the managing committee, believing as they do that this would be fatal to the continuance of the hospital in its present state of efficiency.

Notwithstanding the inability of Her Majesty's Government to make a grant in aid of the hospital, the managing committee have cause to believe that the hospital can be carried on its present footing without such aid, but under the conditions hereinafter mentioned, and that it can free itself from debt during the course of the following years, should these years be light years of yellow fever, which, judging from the past, is likely to be the case.

The managing committee wish to take this opportunity of expressing their views as to the management of the hospital, and state the conditions under which they think it can be carried on, in the hope that their views may be approved of, and that the conditions may be confirmed.

*Views.*

1. The chief utility, and the only reason of the continuance of the British hospital here is the yellow fever to which this port is subject.

2. The managing committee consider that, for the interests of the British seamen, the hospital ought to be continued on its present footing, otherwise they are certain that the death rate during the yellow fever season will be very considerably increased.

3. The British hospital is of no benefit, direct or indirect, to British merchants of this place, and its abolition would be no loss to any resident.

4. The British hospital has been supported entirely for many years by a charge of 240 reis per ton register on all British vessels entering this port.

5. In view of the above, the managing committee only recognise the liability of duly providing for the treatment of the masters and crews of such British vessels as do actually enter this port.

6. The managing committee cannot in any case, as in the case of sailors landed from vessels in the outer roads, or distressed British subjects, feel themselves justified in using the funds as above described for the benefit of any one other than for the crews of vessels in port.

7. The managing committee ground their hopes of successfully carrying on the hospital as heretofore, without any grant from the Imperial funds, on the following reasons:—

(A.) Several years ago the hospital lost all its surplus funds.

(B.) Has had five consecutive bad years of yellow fever, with of course heavy expenses.

(C.) After being some 700*l.* in debt to the cemetery, has paid off 200*l.* of same.

(D.) A complete system of waterclosets has been fixed up in the hospital.

(E.) Surgical instruments have been provided at a cost of 80*l.*

(F.) The present order and condition of the hospital will fully bear comparison as to efficiency with any former period.

(G.) For many years no complaint has been made as regards the treatment of any inmate.

8. To collect dues from vessels consigned to other than British merchants has often been difficult, and would have been impossible, but for the valuable assistance rendered by the Consulate, which assistance the managing committee beg gratefully to acknowledge. In conclusion, the managing committee give it as their most decided opinion that if the hospital be not kept up as at present, the loss of life to British seamen visiting this port will be very greatly increased, and in order to keep it up it is only necessary that—



*Conditions.*

1. That the payment of the hospital dues be obligatory on all British merchant vessels entering this port, the consul being empowered to enforce payment, if necessary.

*Note.*—The above is the only one essential condition.

2. That the consul see that provision be made for the expense of treatment of seamen not belonging to vessels in port, before allowing such seamen to be taken off the articles.

3. That distressed British subjects shall be paid for as may be agreed upon, if sent to the hospital by the consul.

In the event of the first condition not receiving full confirmation, the acting committee do not think it possible to carry on the hospital on its present footing.

For if vessels be allowed the choice of paying hospital dues or not, they naturally would pay when there was sickness in the place, but refuse when there was no sickness; and in this case the acting committee would find themselves compelled to accept the offer of Her Majesty's Government, and would endeavour to make what arrangements they could for the successful carrying on of the hospital; but they do not conceal from themselves their fear that this would soon end in its being closed, thus leading to the loss of many valuable lives.

We have, &c.  
(signed) *Thos. McConnan*, Treasurer.  
*Wm. Wyndham Robilliard*,  
*Allan Paterson*, } Trustees.

R. C. Corfield, Esq.,  
Her Britannic Majesty's Acting Consul.

## Enclosure 4, in No. 3.

(Extract.)

To Treasury.

Foreign Office, 11 May 1875.

"This hospital was first established in the year 1821 under an Act of Parliament by which the provisions of the Act of George the First relating to Portugal were extended to Brazil, and certain dues were thereby authorised to be levied at Pernambuco on British commerce to provide means for maintaining a chapel and hospital. The Consular Act of 1825 repealed the Portugal and Brazil Acts, the property held under them, and the unappropriated funds becoming vested in the Crown.

"From that time till 1841 the hospital seems to have been managed entirely by the British residents without any contribution from Her Majesty's Government, and was even enlarged, and the scale of fees levied for its support was revised without reference home. But in that year the Committee of Management having claimed the hospital as their property, a lawsuit ensued, the result of which was that the Brazilian tribunals decided that it was the property of Her Majesty's Government, and the following instructions were then given for its future management:—

"1. The property to be vested on behalf of the Crown in three trustees, one of whom was to be the Consul.

"2. The building to be let as a public hospital for Her Majesty's subjects at a nominal rent to a Committee of British residents, provided they undertook to pay all expenses connected with it.

"3. The ground rent and the tithe to be paid by the treasurer through the Consul.

"4. The residents to manage the affairs of the hospital as they think proper. Disputes to be referred to the arbitration of the Consul.

"5. The qualification for managing the affairs of the hospital to be the same as for the management of church affairs.

"6. Copies of the accounts to be furnished for the information of Her Majesty's Government.

"7. The surgeon to be appointed by the residents subject to the approval of Her Majesty's Government.

"In 1853 the hospital was sold for 1,765 £., and another building subsequently bought outside the town for 930 £., leaving a balance of 830 £. in the treasurer's hands. In 1857 it appeared that the residents considered that as the funds of the hospital were raised entirely from contributions in the hope of dues levied by a voluntary arrangement of the merchants, no account of this balance need be given to Her Majesty's Government, and that British subjects and seamen could only be treated gratuitously on condition of a grant being received from Her Majesty's Government.

"Her Majesty's Consul was told that in view of the decision of the Brazilian tribunal in 1844, and of the regulations of 1845, the hospital must be considered as the undoubted property of Her Majesty's Government, and that inasmuch as those regulations lay down



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that the hospital is to be a public one for Her Majesty's subjects, it could not be conceded that Her Majesty's Consulate was to pay for the treatment of British subjects sent there; and the Consul was instructed to act up to the regulations as a trustee of Government property. Since that instruction was sent the Foreign Office have always insisted on this view, and on all persons sent from the Consulate being treated without charge. It will be thus seen that the hospital is the property of Her Majesty's Government, and has been nominally placed under the Consular Act; not only has Her Majesty's Government not made any grant towards its support, but has required the gratuitous treatment of such seamen and other British subjects sent there from the Consulate. In years of comparative immunity from yellow fever, the funds of the hospital, aided by the voluntary tonnage dues, have been adequate for its wants. But in years when the fever has been violent, the hospital has incurred liabilities which it was found necessary to meet by grants from the surplus funds of the cemetery. Owing, however, to yellow fever having made great ravages during several recent years in succession, the cemetery funds are no longer in a condition to give assistance to the hospital, which, at the same time, it has been necessary to add to that establishment, at a cost of 5,600 milreis, or about 618 *l.* 6 *s.* 8 *d.* Under these circumstances the Committee have appealed to Lord Derby for a grant to enable them to pay off the debt incurred on this account."

— No. 4. —

(M. 8169.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
21 June 1876.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 29th ultimo, transmitting a correspondence with the acting British Consul at Pernambuco, upon the subject of the increased expenditure incurred by the British Hospital at that port, and referring to the proposed transfer of the hospital to the British community in respect of ownership and management.

In reply, I am to request you to state to the Earl of Derby that the Board of Trade think that the only course for its future successful maintenance will be to fix the rates charged for each patient so as to make the hospital self-supporting, the Board of Trade paying for merchant seamen under the charge of the consul.

In that case the voluntary rate should be discontinued, unless it is desired to keep it as an alternative, the seamen of a ship being thereby franked so long as the ship is in port, but it appears to them that under such circumstances only those ships which had illness on board would pay, so as to avoid the larger payment for the men sent to hospital, and that therefore the object of the voluntary vote would be defeated.

I have, &amp;c.

(signed) *G. J. Swanston.*The Under Secretary of State,  
Foreign Office.

— No. 5. —

(M. 13,307.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 26 September 1876.

WITH reference to your letter of the 21st of June, I am directed by the Earl of Derby to transmit to you, to be laid before the Board of Trade, a copy of a Despatch, with inclosure, from Her Majesty's Consul at Pernambuco, relative to the case of the British hospital at that port.

It appears to Lord Derby that as it has always been known that the tax levied in respect of this hospital is a voluntary one, the committee are not likely to experience any further difficulty than at present exists in collecting it when the hospital is given over to them by Her Majesty's Government, if they should still think this the best means of raising funds for the institution, and his Lordship has

has little doubt that such a voluntary tax will continue to be as readily paid by shipowners under the proposed new arrangements as it is now.

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It will further be open to the Committee, should they think it desirable, to charge for the treatment of consular patients, who have hitherto been cared for gratuitously, in virtue of the nominal ownership of Her Majesty's Government.

I am, therefore, to request you to inform the Lords of Trade that Lord Derby proposes, with their concurrence, to take steps for handing over the hospital, in respect of ownership and management, to the Committee; and to instruct Consul Walker in the sense above indicated.

I am, &c.

The Secretary to the Board of Trade. (signed) T. V. Lister.

### Enclosure 1, in No. 5.

British Consulate, Pernambuco,  
26 August 1876.

My Lord,

WITH reference to Mr. Lister's Despatch, No. 16, of the 14th ultimo, in which I am informed that your Lordship, after consultation with the Board of Trade, is of opinion that the best course for the successful maintenance of the hospital under the new arrangement would be that charges for the admission of patients should be fixed at such rates as will make the hospital self-supporting, the Board of Trade paying for merchant seamen under the charge of the Consul, and proposing that, in that case, the voluntary rate might be discontinued (unless it is desired to keep it as an alternative, the seamen of a ship being thereby franked so long as the ship is in port). Also, that your Lordship is of opinion that the idea is erroneous which seems to prevail at Pernambuco, that the present tonnage dues are compulsory under the Consular Act for the reasons stated in the Board of Trade letter of 15th February last, which was enclosed in Despatch No. 3, addressed to Mr. Acting Consul Corfield on the 22nd of that month.

I have the honour to inform your Lordship that, in compliance with the instructions contained therein, I made a communication to the committee of the British hospital, and have now the honour to enclose their reply.

It is with extreme regret that I have received your Lordship's decision on this matter, and I most respectfully trust that your Lordship may be able, after consulting with the Board of Trade, to reconsider this matter. During the many years the British hospital has been established in this town, there has never been a single objection made by shipowners to pay the tonnage dues of 240 reis (equivalent to  $6\frac{1}{2}$  d.) per ton register; the objections that have occasionally arisen having been made by illiterate masters of sailing vessels casually calling at this port, when no epidemic has existed, and this has caused other shipmasters to consider it unfair that they should be obliged to pay when other shipmasters have been exempted.

The plan proposed by your Lordship, that sailors under the charge of the Consul should have the hospital charges paid through the consulate, and that the voluntary rate should be discontinued, would not suffice to support the hospital, especially if there happened to be no epidemic raging in this port for a year or more.

The internal arrangements of the hospital are most praiseworthy conducted; the wards are airy, and every comfort is given to patients; in fact, so much has been said in praise thereof that Her Majesty's Minister at Rio, where no British hospital exists, has requested this consulate to furnish a statement of the manner in which it is carried on.

It would be a most serious matter if such an epidemic broke out in this port among the British shipping as took place a few years ago, if no British hospital existed. During the last epidemic the whole of the native hospitals were crowded to overflowing with patients, and the British hospital not only had the whole of the wards full, but the passages and landings were crowded with patients.

Again, from the statistical returns it would appear that the cases of yellow fever in the British hospital have been most successfully treated, that a comparison with the native hospital would not be flattering for the latter; moreover, the British seaman can communicate his wants in his own tongue to the matron of the institution, and besides, have the comfort of the attendance of the consular chaplain to administer to his spiritual wants when dying.

I have latterly collected the hospital dues at this consulate, and on a shipmaster's refusing to pay, have caused the payment to be made as a deposit, pending the decision of his owners, which, if contrary to the payment, the deposit will be refunded.

I cannot too strongly bring before your Lordship's notice the great importance of maintaining this charitable institution in a port so unhealthy as Pernambuco, where I have hardly been resident three months, and have had my eldest son carried off by yellow fever after six days' illness. This fearful scourge of the climate never appears to entirely



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leave the province, and when it has been latent for any length of time, breaks forth with increased violence.

I trust, therefore, that your Lordship may be so gracious as to take these remarks into serious consideration, and allow of the continuance of the tonnage dues in question.

The Earl of Derby,  
&c. &c. &c.

I have, &c.  
(signed) *E. H. Walker.*

## Enclosure 2, in No. 5.

Sir,

Pernambuco, 17 August 1876.

THE treasurer and trustees of the British hospital have the honour to acknowledge receipt of your Despatch of the 12th instant, with copy of Despatch from the Foreign Office of the 14th ultimo, by which we learn that the Foreign Office is of opinion that the tonnage dues are not compulsory under the Consular Act.

British consignees of British vessels, with the assistance of the consulate, have hitherto made them practically compulsory, and enforced them when refused by masters: nevertheless the charge has never been challenged by any owner.

Should the views of the Foreign Office be laid before a general meeting, we are sure that the inevitable result will be that the hospital will be given up, as it cannot be carried on under voluntary contributions. The British community have no motive for subscribing towards its support, and voluntary contributions from vessels are not to be counted on during the healthy months.

Before bringing the matter before a general meeting, we most strongly urge that you decide upon what arrangements can be made for the care of sick seamen, as we do not think that any of the existing institutions can cope with the number of patients from British vessels during an epidemic.

Trusting that the dues may be continued to be levied as heretofore,

We are, &c.  
(signed) *Thos. Mc Connan, Treasurer.*  
*Wm. Wyndham Robilliard,* } Trustees.  
*Allan Paterson,*

*E. H. Walker, Esq.,*  
&c. &c. &c.

## — No. 6. —

(No. 13,307.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
9 October 1876.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of Mr. Lister's letter of the 26th ultimo, enclosing a copy of a Despatch, with enclosure, from Her Majesty's Consul at Pernambuco, relative to the case of the British hospital at that port, and stating that Lord Derby proposes, with this Board's concurrence, to take steps for handing over the hospital in respect of ownership and management to the committee, and to instruct Consul Walker in the sense indicated in Mr. Lister's letter.

The Board of Trade desire me to express their concurrence with the action which his Lordship proposes to take, and to add, with regard to the collection by the committee of the voluntary rate, that the Board see no objection to their continuing to do so, if it can be done easily, as appears to have been the case heretofore.

The Board believe with his Lordship, that shipowners will be as ready to pay the rate under the new arrangements as under the old.

The Under Secretary of State,  
Foreign Office.

I have, &c.  
(signed) *Thomas Gray.*



— No. 7. —

Pernambuco.

(M. 1409.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 25 January 1877.

WITH reference to your letter of the 9th October, I am directed by the Earl of Derby to transmit to you papers relating to the Pernambuco Hospital.

It appears from Mr. Consul Walker's Despatches that in consequence of it having become widely known that the tonnage fee whereby the hospital was formerly supported was a voluntary fee, it has ceased to be paid, and the hospital has been closed.

Lord Derby cannot but think it an advantage that a clear understanding should have been arrived at in regard to the nature of the fee, and he would have disapproved of any pressure being brought to bear by Her Majesty's Consul for the payment of a fee not legally enforceable, but which he always was led to believe was fully known to be voluntary by those asked to pay it. But his Lordship none the less regrets the closing of the hospital, which he believes to be of immense use to British seamen, especially in years when yellow fever is prevalent. He therefore trusts that some means may be found to re-establish it, and I am therefore to request that you will move the Board of Trade to take the matter, as being one in which they are principally interested in connection with the welfare of British seamen, into their consideration; and that they will place themselves in communication with the Treasury with a view of deciding what can be done, and what instructions should be sent to Her Majesty's Consul at Pernambuco.

The Secretary to the Board of Trade.

I am, &c.  
(signed) *T. F. Lister.*

Enclosure 1, in No. 7.

(Draft of Letter.)

Sir,

Foreign Office, 23 October 1876.

THE Earl of Derby has received and considered your Despatch, No. 11, of the 26th of August, relative to the British hospital at Pernambuco.

In reply, I am to point out to you, that as far as his Lordship can see, the continuance of the payment of the tonnage fee does not depend on his sanction. The fee in question cannot be enforced if resisted, and the fact of its having been in some rare instances resisted shows that it is known to be a voluntary rate. On the other hand, notwithstanding the known voluntary character of the rate, it is paid by nearly every ship visiting the port of Pernambuco. Lord Derby therefore concludes, and the Board of Trade agree in the opinion, that it will continue to be paid just as readily after Her Majesty's Government have given up the ownership of the hospital as it is now. When that takes place, it will be for the Committee to consider whether the present tax is as favourable to the hospital as a charge on patients would be, and it will be open to them to adopt either plan or both plans, as they may think advisable.

Lord Derby cannot but think that the hospital will benefit by the withdrawal of Her Majesty's Government from the ownership, as, besides being able to raise money if required on the security of the property, the committee would be able to make a charge for the admission of patients sent from the British Consulate, neither of which courses are practicable under the present conditions. Lord Derby therefore cannot understand the objections which the committee feel to Her Majesty's Government resigning the proprietorship of the hospital; but as his Lordship is far from wishing to take any step prejudicial to the interests of the hospital, he will await any observations which the committee may have to make on this Despatch before setting on foot the formalities necessary to the transfer of the property.

Her Majesty's Consul, Pernambuco.

I am, &c.  
(signed)

Pernambuco.

Enclosure 2, in No. 7.

British Consulate, Pernambuco,  
16 December 1876.

My Lord,

I HAVE the honour to acknowledge the receipt of Mr. Lister's Despatch, No. 27, under date of the 23rd October, with reference to the British hospital, in which your Lordship states that the continuance of the payment of the tonnage fee does not depend on your Lordship's sanction, and moreover, that the fee in question cannot be enforced if resisted. Your Lordship further states that the hospital would benefit by the withdrawal of Her Majesty's Government from the ownership thereof, for the reasons given in the above-quoted Despatch. Mr. Pauncefote's telegram also states, under direction of your Lordship, that payment of the hospital dues cannot be enforced.

Immediately on the receipt of the telegram in question, no more pressure was used for the collection of these fees, and the consequence was that almost every shipmaster refused the payment thereof. I called a general meeting on the 20th ultimo of the treasurer, trustees and principal merchants and brokers of the town, in order to take under consideration the offer made by your Lordship to hand over the ownership of the hospital to the British residents here. The result of this meeting was the resignation by the treasurer and trustees of the hospital. As however I had reason to suppose that there were many debts unpaid by the treasurer, I wrote on the 11th ultimo to inform that gentleman and the trustees that I could not accept their resignation until the servants had been discharged, a debtor and creditor account, and a proper inventory of the contents of the said building handed over to me. To my letter I received a reply on the 1st December, requesting to be informed, if the building were handed over to me, if I would be responsible for the liabilities thereof, which amount to about seven contos of reis, or about 700 *l*. To this letter I replied on the 5th instant, stating that Her Majesty's Consul could not hold himself responsible for any debts contracted by the treasurer and trustees while in office; but, that if an account of the said liabilities were sent into me with the handing over of the hospital, which they, by-the-bye, had refused to accept from Her Majesty's Government, I should then see my way clear to obtain the advice of your Lordship as to the liquidation of the debts (by sale of the building, or otherwise), as your Lordship might direct. To this letter I have received no reply; but a request has since been made by the late trustees that I should hand over the building to Dr. King as a private hospital *pro tem.*, pending your Lordship's decision in the matter. To this proposition I have replied that if the trustees and residents are desirous, I shall not object to make a provisional transfer of the building in question until I receive your Lordship's advice in the matter. The truth, my Lord, is that Dr. King, when canvassing for the appointment as surgeon to the hospital in 1869, as successor to the late Dr. Krause, was told he would have the support of the community on the condition of his paying one thousand pounds to the widow of the late surgeon, to be held in trust for her benefit by the trustees of the hospital. Dr. King made the payment, was appointed, and for the last seven or eight years has been in the receipt of five hundred pounds as surgeon of the hospital, as well as his private practice, which his position as surgeon to the hospital gave him the *entrée* to; this made his salary worth some ten or twelve hundred a year. This income, however, has gradually declined, and Dr. King considers he has a claim on the hospital trustees. Moreover, the trustees are in debt to Dr. King for salary from the month of April last, amounting to some four hundred pounds.

The Right Honourable The Earl of Derby,  
&c. &c. &c.  
Foreign Office, London.

I have, &c.  
(signed) E. H. Walker,

— No. 8. —

(M. 1409.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
6 February 1877.

Sir,

WITH reference to your letter of the 25th ult., forwarding papers relating to the Pernambuco Hospital, I am directed by the Board of Trade to request you to state to the Earl of Derby that the case will receive immediate and careful attention.

I am

I am, however, to request you to move Lord Derby to at once sanction the repairs to the building which appear to be required by the Consul's last report.

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The Under Secretary of State,  
Foreign Office.

I have, &c.  
(signed) *T. H. Farrer.*

— No. 9. —

(M. 3314.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 1 March 1877.

WITH reference to your letter of the 6th ultimo, I am directed by the Earl of Derby to transmit to you, to be laid before the Board of Trade, a copy of a letter from the Treasury, stating that the Lords Commissioners are not prepared to sanction any expenditure for the purpose of carrying out the repairs to the Pernambuco Hospital which are deemed necessary by Her Majesty's Consul at that port.

The Secretary to the Board of Trade.

I am, &c.  
(signed) *T. V. Lister.*

Enclosure in No. 9.

My Lord,

Treasury, 24 February 1877.

I HAVE laid before the Lords Commissioners of Her Majesty's Treasury Mr. Lister's letter of the 15th inst., stating that in consequence of the decision of this Board (notified to you in the letter from this Department of the 19th January 1876, in reference to the cost of Pernambuco Hospital, that institution has now been closed and handed over to the British Consul at that place, as the representative of Her Majesty's Government; and further stating that the Board of Trade have requested Lord Derby to at once sanction certain repairs being effected upon the building, which are deemed necessary by the Consul.

The Secretary of State further desires to be informed out of what funds the cost of these repairs should be defrayed.

In reply, I am directed to refer you to the Treasury letter above quoted, and to state, for his Lordship's information, that my Lords are not prepared to sanction any expenditure for the purpose suggested out of public funds.

The Lord Tenderden, C.B.

I am, &c.  
(signed) *Wm. Law.*



## CONSTANTINOPLE AND SMYRNA.

— No. 1 —

Constantinople  
and Smyrna.

(M. 8316.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 13 September 1871.

I AM directed by Earl Granville to request that you will state to the Lords of Trade that on and after the 1st of next month the tonnage dues levied on British shipping for the support of the hospitals at Constantinople and Smyrna will be reduced from  $1\frac{1}{2}$  *d.* to 1 *d.*, and from 3 *d.* to  $1\frac{1}{2}$  *d.*, with exemption from second payment within a period of four calendar months.

I am, &amp;c.

(signed) *Odo Russell.*

The Secretary to the Board of Trade.

— No. 2. —

(M. 15,994.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 26 November 1874.

I AM directed by the Earl of Derby to transmit to you a letter from Mr. Reilly, enclosing a draft of an Order in Council for increasing the hospital tonnage dues at Smyrna.

In regard to Mr. Reilly's remarks as to the class of persons to be received into the hospital, I am to state to you that Lord Derby thinks it would be advisable so to word the proposed Order as to render legal a practice which has grown up for reasons of convenience, of admitting, when space can be spared, British subjects other than sick seamen on board British ships, and also certain foreigners, principally citizens of the United States, Norwegians and Danes.

Lord Derby thinks that such persons should only be received into the British Seaman's Hospital conditionally on its main object not being in any way interfered with, and on expenses attendant on the admission of such persons being fully defrayed either by them or by some person on their behalf. It should also be laid down that the doctor must not accommodate private patients in the hospital.

It would, however, only be necessary that the Order in Council should give power for the admission of persons other than seamen on board British ships. Regulations to provide safeguards against the abuse of the power can be laid down by the Secretary of State.

I am to request that in laying this letter and its enclosure before the Lords of the Committee of Privy Council for Trade, you will move them to favour Lord Derby at an early date with any remarks they may have to make on the subject.

I am, &amp;c.

(signed) *Tenterden.*

The Secretary to the Board of Trade.

Enclosure 1, in No. 2.

My Lord,

Delahay Street, Westminster,  
19 November 1874.

In pursuance of Mr. Bourke's letter of 24th October 1874, transmitting to me papers relative to a proposed increase of the hospital tonnage fee levied on British shipping at Smyrna, and requesting me to prepare the draft of an Order in Council, authorising the

the levying of a fee of 2 *d.* a ton for the support of British hospitals in the Turkish Dominions, I have prepared a draft order, and I submit the same herewith to your Lordship.

Constantinople  
and Smyrna.

The Right Honourable the Earl of Derby,  
Foreign Office,  
&c. &c.

I have, &c.  
(signed) *Francis S. Reilly.*

### Enclosure 2, in No. 2.

DRAFT of an ORDER of Her Majesty the QUEEN in Council respecting TONNAGE DUES payable on BRITISH MERCHANT SHIPS in Ports of the OTTOMAN DOMINIONS, for support of BRITISH HOSPITALS.

At the Court at the day of 1874.

Present:—The QUEEN's Most Excellent Majesty in Council.

WHEREAS Her Majesty the Queen has power and jurisdiction within the dominions of the Sublime Ottoman Porte.

Now, therefore, Her Majesty, by virtue and in exercise of the powers in this behalf, by the Foreign Jurisdiction Acts, or otherwise, in her vested, is pleased, by and with the advice of her Privy Council, to order, and it is hereby ordered as follows:

1. This order shall commence and have effect from and immediately after the 31st day of December 1874.
2. Every Order in Council relating to the matters comprised in this order is hereby repealed, but this repeal shall not affect any liability accrued under any such order, or interfere with the institution or prosecution of any proceeding in respect of any such liability.
3. In this order, "the Ottoman dominions" mean the dominions of the Sublime Ottoman Porte; "Consul" includes Consul General and Vice Consul; "British merchant ship" means a merchant ship being a British ship within the Merchant Shipping Act, 1854 and the Acts amending the same.
4. Her Majesty's consuls in the Ottoman dominions may levy on British merchant ships entering ports in their respective consulates dues not exceeding the rate of two-pence a ton.
5. The produce of the dues levied under this order shall be applied towards the establishment, maintenance, and support in the Ottoman dominions of British hospitals (for sick seamen coming there in British ships), and the dues shall be called hospital dues.
6. One of Her Majesty's Principal Secretaries of State may from time to time, by writing under his hand, issue such instructions as to him seem fit for the following purposes, or any of them, and may from time to time revoke or alter the same: that is to say:  
For fixing (within the limit of 2 *d.* a ton) the rate per ton at which dues are to be levied under this order at any port.  
For exempting any ship in respect whereof within any defined period dues have once been paid from any further payment thereof.  
For regulating the application of the produce of the dues.  
For limiting the extent to which any consul shall exercise jurisdiction over British subjects in the Ottoman dominions in any matter relating to the dues.  
And the Right Honourable the Earl of Derby, one of Her Majesty's Principal Secretaries of State, is to give the necessary directions herein accordingly.

19 November 1874.

### Enclosure 3, in No. 2.

#### HOSPITAL DUES in OTTOMAN DOMINIONS.

##### MEMORANDUM on accompanying DRAFT ORDER in COUNCIL.

1. ALTHOUGH it appears to be proposed at present to levy a 2 *d.* due at Smyrna only, it seems to me expedient, and this I understand to be the view conveyed in the Foreign Office letter to me, to take a general power to levy a due of that amount at any port.

Constantinople  
and Smyrna,

2. The object of the draft order might have been accomplished by a short order to the effect that 2 *d.* should be substituted for 1½ *d.* in the order of 1858. But this would have pointed attention (contrary to the wish expressed in the Foreign Office letter to me) to the fact that that order did not authorise the 3 *d.* due levied at Smyrna up to 1871.

3. As it is not convenient to refer to and amend the order of 1858, the best course is to repeal it, and that without particularly describing it.

4. That order may well be repealed for another reason, namely, that it proceeds on a recital of powers vested in Consuls of the Levant Company, and stated to have been transferred to Consuls holding under the Crown by an enactment of 1825, whereas that enactment had been repealed in 1843 by one section of the Foreign Jurisdiction Act, another section of which Act is also recited in the order of 1858.

5. The provisions of the draft order are in substance like those of the order of 1858.

6. Article 3. I would suggest that the draft order should be sent to the Board of Trade for their consideration, especially with reference to the description of ships to be affected by the order.

7. Article 5. The draft repeals the directions of the order of 1858 respecting the application of the produce. It appears from the Report of the Commissioners of 1870 on Consular Fees in the Levant that the order of 1858 has not been obeyed as regards the whole produce. At Constantinople the excess of the revenue over the expenditure for the hospital has been applied to supply the deficiency of the revenue of the Commercial Department of the Consulate General.

8. Same article. The draft order follows the order of 1858, in describing the hospitals as hospitals for sick seamen. In Mr. Kennedy's Report of 1870 on the Consular Establishments at Smyrna it is recommended that the restrictions by which the hospital there is confined to the reception of seamen should be removed, and that admission should be granted to British subjects generally, and that certain foreigners might also be received. Perhaps the words in brackets might be omitted.

9. Same article. The order of 1858 does not limit the class of seamen to those coming in merchant vessels and the draft order follows it in this respect.

10. Same article. I have inserted words giving to these dues the name of hospital dues, by which they appear to be commonly known. A name is always convenient in such matters.

11. Article 6. The draft order in the paragraph relating to limitation of jurisdiction follows the order of 1858, but I do not know precisely what is intended to be effected by the words.

I have, &c.  
(signed) *Francis S Reilly.*

Westminster, 19 November 1874.

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— No. 3. —

(M. 15,994.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
16 December 1874.

My Lord,

I AM directed by the Board of Trade to acknowledge the receipt of your Lordship's letter of the 26th ultimo, transmitting a letter from Mr. Reilly, with a draft of an Order in Council for increasing the hospital tonnage dues at Smyrna.

The Board see no objection to this proposed Order in Council, but they quite concur in Lord Derby's opinion as to the expediency of giving power for the admission to the hospital of persons other than seamen on board British ships.

It is necessary also that British seamen on board foreign ships should be admitted.

It, however, appears to them desirable that the Order in Council should be freed as far as possible from details which can be settled independently.

The Under Secretary of State,  
Foreign Office.

I have, &c.  
(signed) *Thomas Gray.*

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— No. 4. —

(F. 6981.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 20 May 1876.

I AM directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Board of Trade, a Despatch from the Acting British Consul at Smyrna, forwarding and commenting on a statement of the receipts of hospital dues and expenditure of the British Seaman's Hospital in that city for the year ending 31st March 1876, and I am to request that you will move their Lordships to favour the Secretary of State with such observations as they may have to offer thereupon.

I have, &amp;c.

(signed) *T. V. Lister.*

The Secretary to the Board of Trade.

Enclosure 1, in No. 4.

My Lord,

British Consulate, Smyrna,  
6 May 1876.

IN accordance with instructions contained in Despatch No. 16, of 29th August 1873, I have the honour to transmit to your Lordship herewith enclosed a statement of the receipts of hospital dues and expenditure of the British Seamen's Hospital in this city for the year ended 31st March 1876. Also my Remarks thereon, compared with those for the year ended 31st March 1875.

I have, &amp;c.

(signed) *Stephen Joly, Acting Consul.*

The Right Honourable the Earl of Derby, D.C.L.,  
&c. &c. &c.

STATEMENT of the RECEIPTS of HOSPITAL DUES and EXPENDITURE of the BRITISH SEAMEN'S HOSPITAL, at *Smyrna*, for the Year ended 31st March 1876.

RECEIPTS :										£.	s.	d.	£.	s.	d.
1 April 1875 to 31 March 1876	-	-	-	-	-	-	-	-	-	-	-	1,074	2	2	
EXPENDITURE :															
1 April 1875 to 31 March 1876 :															
Subsistence	-	-	-	-	-	-	£.197	8	7						
Extras	-	-	-	-	-	-	284	19	3						
										482	7	10			
SALARIES :															
Hospital Keeper	-	-	-	-	-	-	£.80	-	-						
„ Dispenser	-	-	-	-	-	-	25	-	-						
„ Surgeon	-	-	-	-	-	-	200	-	-						
										305	-	-			
												787	7	10	
													</		

Constantinople  
and Smyrna.

Enclosure 2, in No. 4.

REMARKS on the RECEIPTS and EXPENDITURE of the BRITISH SEAMEN'S HOSPITAL at *Smyrna*, for the Year ending 31st March 1876, compared with those of 1875.

RECEIPTS.

The hospital dues levied on British vessels from the 18th June 1875, were at the rate of 2 *d.* sterling per ton, payable by the same vessel once in every month, in lieu of 1½ *d.* once in every four months, which was the rate paid since the 1st of October 1871, and which rate showed a deficit on the 31st March 1875 on the expenditure for those 3½ years of 622 *l.* 11 *s.* 2 *d.* sterling.

The hospital dues received during the year ending 31st March 1876 amounted to 486 *l.* 17 *s.* 6½ *d.* more than the preceding year.

This increase arises from the higher dues received, and from an excess of tonnage entering this port during that period.

EXPENDITURE.

There is a decrease of 103 *l.* 19 *s.* 4 *d.* sterling in the expenditure for the year ending 31st March 1876, as compared to that of the year ending 31st March 1875, which is attributed to 15 patients less having entered that establishment in 1876 than in 1875, and chiefly to the shorter stay of the patients in hospital, which reduced the quantity of rations served out by about 840 less than the preceding year.

The actual deficit on the 31st March 1876 of the British Seamen's Hospital, from the 1st of October 1871, after deducting 286 *l.* 14 *s.* 4 *d.* sterling, surplus of year ending on that day, amounted to 335 *l.* 16 *s.* 10 *d.* sterling.

British Consulate, Smyrna,  
10 April 1876.

(signed) *Stephen Joly*,  
Acting Consul.

— No. 5. —

(M. 8320.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
21 June 1876.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 20th ultimo, transmitting a Despatch from the Acting British Consul at Smyrna, forwarding a statement of the receipts of hospital dues and expenditure of the British Seaman's Hospital for 1876; and I am to express the satisfaction of the Board with the Papers in question.

The Under Secretary of State,  
Foreign Office.

I am, &c.  
(signed) *G. J. Swanston*.

— No. 6. —

(M. 1433.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 25 January 1877.

I AM directed by the Earl of Derby to transmit to you, to be laid before the Board of Trade, copy of a Despatch with its enclosure, from Her Majesty's Acting Consul General at Constantinople, reporting on the British Seaman's Hospital in that city; and I am to request you to move the Board to inform Lord Derby what instructions should be sent in answer to Dr. Patterson's question as to the supply of certain articles for the use of the hospital.

I am, &c.  
(signed) *T. V. Lister*.

The Secretary to the Board of Trade.

## Enclosure 1, in No. 6.

My Lord,

Constantinople, 9 January 1877.

I HAVE the honour to enclose a copy of Dr. Patterson's report on the British Seamen's Hospital for the past year.

With respect to the admission of small-pox patients into the Ottoman Naval Hospital, I should mention that in course of the instructions contained in Foreign Office Despatch of 31st May 1876, I made application for such admission to his Excellency the Minister of Marine, both verbally and by letter, some months ago; his Excellency replied that the Naval Hospital could not, in conformity with its rules, admit other patients than those in the Government service, but he was willing to concede the privilege to sailors serving on board Her Majesty's vessels of war visiting Constantinople.

On informing Dr. Patterson of this reply he requested me to report the matter to Her Majesty's Ambassador which I at once did, but I think it improbable that the Minister of Marine will be induced to deviate from the answer he made to my application.

I am, &amp;c.

(signed) Wm. H. Wrench,  
Acting Consul General.

The Earl of Derby,  
&c. &c. &c.

## Enclosure 2, in No. 6.

British Seaman's Hospital, Constantinople,  
31 December 1876.

THE number of patients treated at the hospital during the year 1876 was 579; of this number 264 were in-door, and 315 out-door patients.

The number of days of subsistence, 9,274, viz.:

Patients	-	-	-	5,624
Household	-	-	-	3,650
				<hr/> 9,274

The expenses for the year, as shown by the hospital books, were - 1,177 l. 8 s. 4½ d.

The amount of subsistence only of patients and household - - - 447 l. 7 s. -¼ d.

	£.	s.	d.
Cost per man per diem for subsistence, excluding the household,			
about - - - - -	-	1	7½
Ditto - including the household, within a fraction of - - -	-	11	½
The total cost per man per diem, excluding the household, within a fraction of - - - - -	-	4	2½
Ditto - including the household, within a fraction of - - -	-	2	6
Including the salary of the Superintendent, which does not appear in the hospital books, the total cost per man per diem, including the household, within a fraction of - - - - -	-	3	5
In the total expenditure are included the sum of - - - - -	93	2	9 for
coals, and - - - - -	13	9	- for
medicines; the medicines and appliances for 315 out-patients.			
The sum of - - - - -	125	2	- was
received from patients not British Merchant Seamen, and - - -	11	4	3 from
the sale of medicines, which sums have been paid into the Treasury of Consulate General.			

The general condition of the hospital is in every respect satisfactory, as regards its hygiene. It has as yet not been possible for Her Majesty's Ambassador or Consul General to arrange with the Turkish authorities to admit small-pox cases into the Naval hospital; the subject is still, I think, under consideration.

With deep regret I have to note the death of Dr. Zebrowski, the house surgeon and dispenser, after a long illness, on 3rd December 1876. The duties are now fulfilled by Dr. Pfau, whose capabilities I have tested by his assistance in hospital duties. He is also a good linguist and dispenser. I have deemed it necessary in the altered state of the shipping, and from great irregularity attending the admission and discharge of patients (which takes place at any hour of the day or night, as the screw steamers, in passing, leave or take away their men), that the house surgeon should reside altogether in the hospital. In making this arrangement the sum of 40 l. per annum has been deducted from the salary as a fair equivalent for board and lodging. This arrangement is in every way in the interest of the establishment, and I trust will meet the approval of Her Majesty's Government.

A new water-tank has been erected by the Board of Public Works, and the hall has been relaid, with other necessary repairs. The R. R. of the department of the Board of Works reports the state of the building in good order



Constantinople  
and Smyrna.

The articles required for the hospital in 1877 :—The usual supply of medicines, a supply of gum-elastic bougies and catheters, a set of rectum bougies, an Arnold's aspirator, cost about 30s., a few water-cushions, four thermometers, a good clinical thermometer, two hypodermic syringes with extra needles; ligature silk and surgical needles, and a few inexpensive minor articles, as probes, for which I ask the necessary permission to supply.

The matron's list contains the following articles to keep up the stock :—

50	pair	summer trousers.
48	pair	slippers.
250	yards	linen sheeting.
80	yards	huckaback towelling (white).
100	„	ditto - ditto, for patients.
100	„	kitchen towelling (flax).
36	„	kitchen - ditto (very strong).
6	„	table cloths - (damask).
24	„	table napkins.
6	„	tray-cloths.

The usual supply of needles, pins, tape, buttons, and worsted for repairing. With regard to the requisition of the matron, I find there is some doubt as to whether it should now be made to the department of Public Works, or supplied, as heretofore, by the hospital; on this subject, I beg that the necessary information and permission may be given; it would prevent the confusion and loss of time that arises about certain little requirements if Her Majesty's Government would instruct me what properly belongs to the department of the Board of Works to supply to the hospital, as on this subject I have no instructions to guide me.

(signed) *John Patterson, M.D.,*  
Surgeon Superintendent.

— No. 7. —

(M. 1433.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
5 February 1877.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 25th ult., transmitting, by direction of the Earl of Derby, copy of a Despatch from Her Majesty's Consul General at Constantinople, forwarding a report upon the Seaman's hospital in that city, and also asking what instructions should be sent in answer to Dr. Patterson's question as to the supply of certain articles for the use of the hospital.

In reply, I am to state that the Board of Trade have no instructions to give upon this subject, which appears to be rather a matter for the consideration of Her Majesty's Consul General, to whom it was addressed, than for this department.

The Under Secretary of State,  
Foreign Office.

I am, &c.  
(signed) *Thomas Gray.*

## C R O N S T A D T.

— No. 1. —

Cronstadt.

(M. 13,484.)

Foreign Office to Board of Trade.

Sir, Foreign Office, 30 September 1876.

I AM directed by the Secretary of State for this department to transmit to you, for the information of the Board of Trade, copy of a Despatch from Her Majesty's Consul at St. Petersburg, enclosing the 10th Annual Report of the Committee of Management of the British Seamen's Hospital at Cronstadt.

I am, &c.  
(signed) T. V. Lister.

The Secretary to the Board of Trade.

## Enclosure in No. 1.

Her Majesty's Consulate, St. Petersburg,  
22 September 1876.

Sir,

I HAVE the honour to enclose herewith, for transmission to the Board of Trade, the 10th Annual Report of the Committee of Management of the British Seamen's Hospital at Cronstadt.

Owing to extensive repairs which it was found necessary to make to the hospital building last year, the accounts show a deficit of *Rs.* 1,525. 38 *cop.* on the operations of the year 1875. It is anticipated that the surplus of revenue this year will make good this loss, and also enable the committee to add a further sum to the reserve fund, which at present amounts to *Rs.* 6,763. 53 *cop.*

The satisfactory financial condition of the hospital, and the general approbation of the treatment and accommodation of the sick which British shipmasters frequenting the port of Cronstadt continue to express at the general meetings, prove that the institution is established on a solid foundation, and that the advantages it affords to British shipmasters and seamen are highly appreciated by them.

I am, &c.  
(signed) John Michel.

The Hon. R. Bourke, M.P.,  
&c. &c. &c.

TENTH REPORT of the COMMITTEE for the Management of the BRITISH  
SEAMEN'S HOSPITAL at Cronstadt.

LIST of the COMMITTEE for the Management of the BRITISH SEAMEN'S HOSPITAL  
at Cronstadt, for 1875-76.

Her Britannic Majesty's Consul at St. Petersburg,	A. F. Clarke, Esq.
Chairman.	Charles Maynard, Esq.
Her Britannic Majesty's Vice-Consul at Cronstadt,	Thomas Michell, Esq., C.B.
Treasurer.	Charles Saunderson, Esq.
Her Britannic Majesty's Vice-Consul at St. Petersburg, Secretary.	Alexander Wilkins, Esq.
The Treasurer of the British Factory.	Captain J. H. Krüger, } Representing the shipping
The Agent of the Russia Company.	Captain Potter. } interest of Hull.
The Chaplain to the Russia Company at St. Petersburg.	Captain L. Dunn, of Blythe
The Chaplain to the Russia Company at Cronstadt.	Captain W. Mitchell, of Montrose.
The Physician to Her Britannic Majesty's Embassy.	Captain G. Plant, of Sunderland.
George Baird, Esq.	Captain Armstrong, of Blythe.
Edward Cazalet, Esq.	Captain Raymond, of Whitby.
	Captain Barnetson.

With power to add to their number. Five to form a quorum.

Cronstadt.

## REPORT of the BRITISH SEAMEN'S HOSPITAL COMMITTEE.

I. *General Report.*—The committee of management regret to state that the income of the hospital, derived from all sources last year, amounted only to *Sr. 12,275. 89 cop.*, or *Sr. 3,807. 61 cop.* less than that of the previous year. At the same time this comparatively diminished income of the hospital had to bear an extraordinary and unavoidable expenditure of *Sr. 5,480. 25 cop.*, under the head of repairs to the building, and of renewal of stock. Under these circumstances the result of the year was a deficit amounting, on the 31st March last, to *Sr. 1,525. 38 cop.*

The number of seamen relieved at the hospital during the past year was, as compared with corresponding figures for preceding years, as follows:—

	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.
In-patients - - - -	253	218	203	251	351	174	202	182	152
Out-patients - - - -	587	800	954	922	978	561	919	871	690
TOTALS - - - -	840	1,018	1,157	1,173	1,329	735	1,121	1,053	842

The total number of patients of both categories from steamers amounted to 544, while that from sailing vessels was only 298. The proportion, therefore, of the former to the latter was 54·8 per cent.

The 152 in-patients passed 2,152 days in hospital, each case averaging 14·15 days. The patients from steamers remained 972 days under treatment, or each patient 11·45 days; while from sailing vessels the number of days passed by the patients in hospital was 1,180 days, or 17·6 days per man.

The number of distressed British seamen treated in the hospital amounted to 39, 22 of whom were supplied from steamers. They remained 753 days in hospital, the average duration of each man's illness being 19·3 days.

The number of foreigners relieved at the hospital, on the ground of their belonging to British vessels, was as follows:—

	In-patients.	Out-patients.
Swedes and Norwegians - - - -	11	54
Danes - - - -	5	12
Germans - - - -	2	14
Finns - - - -	5	6
Greeks - - - -	2	7
French - - - -	2	3
Americans - - - -	2	2
Italians - - - -	2	2
Dutch - - - -	1	2
Austrians - - - -	1	1
Spaniards - - - -	4	1
Portuguese - - - -	1	—
Russians - - - -	—	1
Total - - - -	35	105
From Foreign Vessels:		
American - - - -	6	—
French - - - -	2	—
Total - - - -	43	105

II. *Medical Report.*—There was only one fatal case during the season of 1875, and that resulted from a fall into the ship's hold, occasioning injury to the spinal chord and skull.

The surgical operations were:—

Amputation of fingers - - - -	4 cases.
Excision of portion of collar bone - - - -	1 „
Drawing teeth - - - -	21 „

The Table under Appendix I. shows the nature and number of diseases treated during the season.

III. *Management*



III. *Management Report*.—The total cost of victualling the patients and servants of the hospital, in 1875, was *Sr.* 1,461. 77 *cop.*, as compared with *Sr.* 1,839. 67 *cop.* in 1874. Deducting the cost of provisioning the servants at the rate of *Sr.* 10. 50 *cop.*\* per month, during 2,026 days, amounting to *Sr.* 709. 10 *cop.*, the expenditure for the rations of the in-patients was, during the past year, *Sr.* 752. 67 *cop.*, or about 35 *cop.* per diem.

Mrs. Thompson, the matron, continues to discharge her duties to the entire satisfaction of your committee.

*Finance Report*.—The income of the hospital, as shown in Appendix II., amounted last year to *Sr.* 12,275. 89 *cop.*, or *Sr.* 4,193. 75 *cop.* less than that of the preceding year. This serious falling off in the revenue of the hospital, at a time when funds were most needed for the repair of the premises, is attributable to a temporary depression of trade at St. Petersburg, which necessarily resulted in a diminution of the number of British sailing and steam vessels that visited the port of Cronstadt during the season of 1875.

As compared with former years, the several items of income have been as follows:—

	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.
	<i>Rs. cop.</i>	<i>Rs. cop.</i>	<i>Rs. cop.</i>	<i>Rs. cop.</i>	<i>Rs. cop.</i>	<i>Rs. cop.</i>	<i>Rs. cop.</i>	<i>Rs. cop.</i>	<i>Rs. cop.</i>
Contributions from Ships Vessels.	8,208 50	8,388 -	8,553 -	8,446 50	7,821 54	5,835 -	7,906 -	13,724 -	10,441 25
of Trade Pay- ments for Distressed Sh Seamen.	1,558 65	2,185 50	2,227 50	2,301 -	2,648 50	1,321 50	2,121 -	2,209 50	1,157 50
Payments for Medical Treatment.	65 50	61 50	49 50	130 50	314 50	153 -	376 50	150 -	291 -
Interest on Invest- ments.	- -	- -	- -	- -	- -	- -	- -	- -	386 14
TOTAL - - <i>Rs.</i>	9,832 65	10,635 -	10,830 -	10,878 -	10,784 54	7,309 50	10,403 50	16,083 50	12,275 89

The expenditure during the past year reached the sum of *Sr.* 13,801. 27 *cop.*, or *Sr.* 4,858. 72 *cop.* in excess of last year, owing in a great measure to the extensive repairs which it was unavoidably necessary to make in the interior of the hospital.

The following Table shows the different heads of expenditure, as compared with those of the preceding years:—

	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.
	<i>Rs. cop.</i>	<i>Rs. cop.</i>	<i>Rs. cop.</i>	<i>Rs. cop.</i>	<i>Rs. cop.</i>	<i>Rs. cop.</i>	<i>Rs. cop.</i>	<i>Rs. cop.</i>	<i>Rs. cop.</i>
Food, Wages, and Expenses.	3,785 11	4,394 56	4,273 85	4,023 90	4,665 96	4,745 75	4,815 50	4,777 90	4,798 80
Medical - - -	- -	350 -	650 -	820 -	707 -	- -	- -	- -	700 -
Attending the Sick, Nurses, and Ser- vants.	2,199 62	1,984 86	1,840 73	1,743 27	1,979 04	1,218 85	1,600 28	1,839 67	1,461 77
Water, and Lighting.	669 04	473 29	436 90	532 91	631 26	604 38	536 40	641 75	621 68
Repairs - - -	803 29	312 87	433 58	469 34	562 22	510 24	478 32	580 32	590 87
Interest - - -	123 02	149 48	147 88	131 88	131 88	131 88	123 -	142 -	147 90
Cost of Renewal of Buildings, &c.	268 50	360 70	290 13	597 94	1,259 76	422 63	983 11	960 91	5,480 25
Provision for Resident Medical Officer.	- -	- -	648 22	- -	- -	- -	- -	- -	- -
Interest on Debt -	183 -	692 50	578 67	410 83	230 33	252 -	279 50	- -	- -
TOTAL - - <i>Rs.</i>	8,031 58	8,718 26	9,299 96	8,730 07	10,167 45	7,385 73	8,816 11	8,942 55	13,801 27

owing to the increased price of provisions it is now necessary to estimate the cost of victualling the servants of the hospital at 50 *cop.* per month, instead of *Sr.* 8., as in past years.

Cronstadt.

In view of the deficit which occurred in the accounts of last year, your committee cannot recommend any diminution in the rates now levied on British steamers and sailing vessels, at all events not until the reserve fund of the hospital shall have attained greater proportions, and the prospects of trade shall have become more promising than they are at present.

(signed) *J. Michell*, Chairman.

## APPENDIX I.

TABLE showing the Number of SEAMEN and Nature of DISEASES Relieved at the BRITISH SEAMEN'S HOSPITAL at *Cronstadt* between 1st April 1875 and 31st March 1876.

DESCRIPTION OF PATIENTS.	Internal Diseases.										Surgical.		Venereal.			
	Catarrhal Fever.	Intermittent Fever.	Typhus.	Rheumatism.	Diseases of Eyes.	Diseases of Skin.	Diseases of Chest.	Diseases of Digestive Or- gans.	Sundry Diseases.	Contusions and Wounds.	Fractures.	Sundry Sur- gical Diseases.	Gonorrhoea.	Chancre.	Constitutional Syphilis.	TOTAL.
In-Patients - - -	22	2	2	14	1	1	6	25	5	24	3	26	5	4	12	152
Out-Patients - - -	57	9	-	64	2	31	11	131	35	57	-	85	140	50	18	690
	79	11	2	78	3	32	17	156	40	81	3	111	145	54	30	842
Of whom :																
Distressed Seamen - -	2	2	1	6	-	1	5	5	2	4	2	3	1	2	3	39

(signed) *T. Scwanch*, M.D.,  
Chief Medical Officer.  
*Stewart Sterling*, L.R.C.S.E.,  
Resident Medical Officer.

31 March 1876.

## APPENDIX II.

## INCOME AND EXPENDITURE ACCOUNT

Of the BRITISH SEAMEN'S HOSPITAL at *Cronstadt* for the Year ending 31st March 1876.

Dr.

Cr.

	Rs.	cop.		Rs.	cop.
To salaries, wages, and allowances - -	5,498	80	By Contributions from British vessels -	10,441	25
„ Victualling - - - - -	1,461	77	„ Board of Trade payments for distressed British seamen - - - - -	1,157	50
„ Medicines - - - - -	590	87	„ Casual payment for medical treatment -	291	-
„ Fuel, water, and lighting - - -	621	68	„ Interest on investments and in accounts current - - - - -	386	14
„ Insurance - - - - -	147	90	„ Excess of expenditure over income, transferred - - - - -	1,525	38
„ Repairs and renewal of stock - -	5,480	25			
	Rs.	13,801		Rs.	13,801
		27			27

Audited and found correct,

*E. Masterman*, Auditor.

31 March 1876.

## APPENDIX III.

<i>Dr.</i>	CAPITAL ACCOUNT.	<i>Cr.</i>
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		<i>Rs. cop.</i>			<i>Rs. cop.</i>
1876.			1876.		
31 March	To Buildings and premises valued at - - -	37,907 88	31 March	By Walter Maynard, balance due him - - -	1,185 17
"	" Furniture and utensils -	3,921 90	"	" Balance of capital account	48,030 46
"	" Wm. Miller & Co., balance in their hands - -	622 32			
"	" Investment account -	6,763 53			
	<i>Rs.</i>	49,215 63		<i>Rs.</i>	49,215 63

Audited and found correct,

*E. Musterman*, Auditor.

31 March 1876.

## APPENDIX IV.

SUBSCRIPTIONS to the BRITISH SEAMEN'S HOSPITAL at *Cronstadt*.

[illegible]



## Appendix IV—continued.

1866-67—continued.	Rs. cop.	1868-69—continued.	Rs. cop.
Collected at Cronstadt.		Sampson Cotton Spinning Mill - - - -	
Maynard and Fishwicks - - - -	100 -	T. Droujinin and Son - - - -	33 -
Wassilieff and Bishop - - - -	10 -	Colonel Blane, c.b., Military Attaché - -	20 -
J. Brown - - - -	10 -	Capt. W. Tally - - - -	10 -
J. G. Plowright - - - -	10 -	Capt. G. Mason - - - -	8 -
J. Priestley - - - -	15 -	Collected in the British Chapel at St. Peters-	
W. Yale - - - -	10 -	burg after a Special Sermon - - - -	244 71
W. H. Tyer - - - -	10 -	Collected by the Rev. Arthur S. Thomp-	
W. Stewart - - - -	10 -	son, M.A. - - - -	35 60
Alex. Seeck - - - -	10 -	Collected in the British Chapel at Cronstadt	26 65
Capt. H. L. Hansen, "Petersburg" - -	20 -	Collected by Messrs. Maynard and Fish-	
J. Huet, "Cambridgeshire" - - - -	10 -	wicks from British Shipmasters at Cron-	
T. J. Billet, "Lasborough" - - - -	10 -	stadt - - - -	95 27
Sundry minor Contributions from British		Collected by Captain Mitchell, "Betsy," at	
Residents at Cronstadt - - - -	44 -	Kirkcaldy and Inverkeithing - - - -	73 82
Sundry minor Contributions from British		Donation of the Crew of the "George	
Shipmasters - - - -	112 20	Smith" - - - -	8 -
Collected by Captain Mitchell, "Betsy," at		Total Subscriptions, 1868-69 - Rs.	3,115 05
Montrose and St. David's - - - -	186 05		
M. Curry of Dundee, by Captain Mitchell -	10 -	1869-70.	
Collected at Elsinore and other places by		Winans Brothers - - - -	300 -
Capt. Mitchell - - - -	40 -	Subscription by T. Michell, Esq. - - - -	50 -
Collection made in Hull.		Sir G. Bonham, Bart., Attaché to Her	
Thomas Wilson, Sons & Co. - - - -	250 -	Britannic Majesty's Embassy - - - -	50 -
Bailey and Leatham - - - -	250 -	— Philimore, Esq., Yacht "Hebe" - - - -	80 -
Lofthouse, Glover & Co. - - - -	37 50	British Shipmasters at Cronstadt - - - -	39 -
Norwood & Co. - - - -	250 -	Total Subscriptions, 1869-70 - Rs.	519 -
Brown, Atkinson & Co. - - - -	72 70		
Gee & Co. - - - -	146 29	1870-71.	
Brownlow, Lumsden & Co. - - - -	75 76	City of Moscow Gas Company (Limited) -	100 -
Holmes, Westoll & Co. - - - -	36 34	Levi Leigh, Esq. - - - -	50 -
Total Subscriptions, 1866-67 - Rs.	24,424 22	British Shipmasters at Cronstadt - - - -	35 -
1868-69.		Total Subscriptions, 1870-71 - Rs.	185 -
Edward Cazalet, Esq. - - - -	500 -		
M. Anderson & Co. - - - -	100 -	1871-72.	
George Baird, Esq. - - - -	100 -	C. H. Ryecroft, Esq. - - - -	10 -
A. Cazalet & Sons - - - -	100 -	A Friend - - - -	1 -
Clarke & Co. - - - -	100 -	Total Subscriptions, 1871-72 - Rs.	11 -
Edmund Harvey, Esq. - - - -	100 -		
Hills and Wishaw - - - -	100 -	1873-74.	
Egerton Hubbard & Co. - - - -	100 -	Victor Buckley, Esq. - - - -	10 -
L. Knoop, Esq. - - - -	100 -	H. Maudsley, Esq., C.E. - - - -	5 -
William Miller & Co. - - - -	100 -	British Shipmasters at Cronstadt - - - -	21 -
City of Moscow Gas Company (Limited) -	100 -	Total Subscriptions, 1873-74 - Rs.	36 -
Nicholls and Plincke - - - -	100 -		
Thielcke and Busk - - - -	100 -	TOTAL SUBSCRIPTIONS, 1866-74 - Rs.	28,290 27
A. H. Wishaw & Co. - - - -	100 -		
Wyneken & Co. - - - -	100 -	1874-75.	
Clementz & Co. - - - -	75 -	E. Cazalet, Esq. - - - -	3,094 18
Alfred Henley, Esq. - - - -	75 -	Total Subscriptions - - - -	31,384 45
Th. P. Rodocanachi & Co. - - - -	75 -		
Scaramanga & Co. - - - -	75 -		
Arthur G. Eden, Esq. - - - -	50 -		
Firmins, Wyatt and Hansen - - - -	50 -		
H. B. Froom & Co. - - - -	50 -		
W. J. Johnson, Esq. - - - -	50 -		
James A. Marshall, Esq. - - - -	50 -		
Charles Maynard, Esq. - - - -	50 -		
Thornton's Woollen Manufactory Company	50 -		

COPIES of REPORTS to the BOARD of TRADE by the TRINITY HOUSE of DEPTFORD STROND, the COMMISSIONERS of NORTHERN LIGHTHOUSES, and the COMMISSIONERS of IRISH LIGHTS, of their Inspection of LOCAL LIGHTHOUSES, BUOYS, and BEACONS (in continuation of Parliamentary Paper, No. 151, of Session 1876).

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Board of Trade, }  
6 July 1877, }

T. H. FARRER.

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(PRESENTED PURSUANT TO ACT 25 & 26 VICT. c. 63, s. 43.)

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*Ordered, by The House of Commons, to be Printed,*  
*9 July 1877.*

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COPIES of REPORTS to the BOARD of TRADE by the TRINITY HOUSE of DEPTFORD STRONG  
of their Inspection of LOCAL LIGHTHOUSES.

No. 1.

(H.—4820.)

RETURN of INSPECTION of LOCAL LIGHTS, &amp;c., by CORPORATION OF

NAME OF LIGHT, &c.	Date of Visit.	Local Authority.	Light.		Height above High Water.	Lantern. Ventilation and Cleanliness.	Source of Light.
			Character.	System.			
1876 :							
RYE :					Feet.		
East - - - -	11 Aug. -	Harbour Commissioners -	White, lighted when tide begins to flow.	Catoptric -	15	Fair -	Oil
West - - - -	11 Aug. -	- - ditto - - -	Red, lighted when tide begins to flow.	- ditto -	15	Fair -	Oil
West - - - -	11 Aug. -	- - ditto - - -	White, lighted when there is 10 feet over the bar.	- ditto -	30	Fair -	Oil
NEWHAVEN :							
High Light, in middle of West Pier.	11 May -	Harbour Trustees -	Fixed, white - -	Dioptric -	30	Clean -	Oil
Tidal Light at end of West Pier.	11 May -	- - ditto - - -	Fixed, white, with 3 red sliding shades to make tidal light.	- ditto -	17	Clean -	Oil
SHOREHAM :							
Middle Pier Head - -	11 May -	Harbour Trustees -	Fixed, white, at 11 feet of water; red, at slack tide; white, till tide falls to 11 feet, and then put out.	- - -	23	Good -	Oil
On Shore at back of Harbour.	11 May -	- - ditto - - -	Fixed, white - -	Dioptric -	42	Good -	Oil
LITTLEHAMPTON - - -	11 May -	Harbour Commissioners -	Red, fixed - -	Dioptric, reflector at back.	35	Good -	Gas
YARMOUTH (ISLE OF WIGHT) -	9 Aug. -	Mr. H. Warden, Yarmouth, Isle of Wight.	Green, street lamp -	- - -	-	Fair -	Gas
	9 Aug. -	- - ditto - - -	White, street lamp -	- - -	-	Fair -	Gas
WEYMOUTH :							
North Extension Pier -	9 May -	Town Council - -	Fixed, green seaward; white towards land.	- - -	30	Good -	Gas
Ditto - - - -	9 May -	- - ditto - - -	- ditto - - -	- - -	20	Good -	Gas
Esplanade - - - -	9 May -	- - ditto - - -	Red, fixed - - -	- - -	30	Good -	Gas
Ditto - - - -	9 May -	- - ditto - - -	- ditto - - -	- - -	20	Good -	Gas
ST. IVES - - - -	8 Aug. -	Harbour Commissioners -	Fixed, white - -	- - -	-	Good -	Gas
ILFRACOMBE :							
On Lantern Hill - -	9 Aug. -	Sir Bouchier Wrey, Bart.	Pale red, fixed - -	Catoptric -	127	Good -	Gas
WALNEY ISLAND :							
High - - - -	18 Aug. -	Lancaster Quay Commissioners.	White, revolving -	Catoptric -	70	Good -	Oil
Low - - - -	18 Aug. -	- - ditto - - -	Red, shown according to state of tide.	- ditto -	30	Good -	Oil
WHITEHAVEN :							
West Pier Head - -	21 Aug. -	Harbour Trustees -	White, revolving -	Catoptric -	52	Fair -	Oil
Quay Head - - - -	21 Aug. -	- - ditto - - -	Red, fixed, shown according to state of tide.	- ditto -	-	Fair -	Gas
North Pier - - - -	21 Aug. -	- - ditto - - -	Green, fixed - -	- - -	-	Fair -	Gas
WORKINGTON :							
Inside Harbour - -	16 Aug. -	Harbour Authority -	Two green tidal lights lead over bar.	- - -	{ 40 55 53 }	Good -	Gas
John Pier - - - -	16 Aug. -	- - ditto - - -	White, fixed - -	- - -	-	Fair -	Gas
MARYPORT :							
Pier Head - - - -	16 Aug. -	Harbour Trustees -	Fixed, white - -	Cata-dioptric	52	Good -	Gas
Jetty - - - -	- - - -	- - - -	- ditto - - -	- - -	19	Good -	Gas



the COMMISSIONERS of NORTHERN LIGHTHOUSES, and the COMMISSIONERS of IRISH LIGHTS, LIGHTHOUSES, BUOYS, and BEACONS.

## No. 1.

TRINITY HOUSE, pursuant to the 43rd Section of the Act 25 & 26 Vict. c. 63.

Adjustment and Condition of Lamps and Apparatus.	General Condition of Establishment, and if sufficient for the Purpose or otherwise.	Condition and Efficiency of		Buoys.			RECOMMENDATIONS.
		Fog Signals.	Tide Signals.	Number of Wood or Iron.	Colour, Shape, Condition, &c.	If in best Positions.	
Fair - -	Fair ; sufficient for the purpose.	None - -	- - - -	5	Nun, can, and square.	Moved as channel changes.	
Fair - -	- ditto - -						
Fair - -	- ditto - -						
Lenses require cleaning. - - ditto -	Sufficient for the purpose. - - ditto.						
Good - -	Sufficient for the purpose.						
Good - -	- - ditto.						
Good - -	Sufficient for the purpose.						
Fair - -	Sufficient for the purpose.						
Fair - -	- - ditto.						
Good - -	Sufficient for the purpose.						
Good - -	- - ditto.						
Good - -	- - ditto.						
Good - -	- - ditto.						
Good - -	Sufficient for the purpose.						
Good - -	Sufficient for the purpose.						
Good - -	Good - - -	- -	- - - -	1	Conical red -	Yes.	
Good - -	Good - - -						
Good - -	Sufficient for the purpose.						
Good - -	- - ditto.						
Good - -	- - ditto.						
Fair - -	Sufficient for the purpose	Gong -	Red ball at 8 ft.				
Fair - -	- - ditto - -						
Good - -	Sufficient for the purpose.						
Good - -	- - ditto.						

## No. 2.

(H.—522.)

## REPORT by COMMISSIONERS of NORTHERN LIGHTHOUSES on Inspection of HARBOUR LIGHTS.

The following Harbour Lights, nineteen in number, were inspected during the season of 1876 :—

*Port Gordon.*—Two leading lights, red and white, exhibited from 1st August till 1st April. These lights have been improved since the date of our last Report, two new lanterns and burners of a superior make having been furnished; they were found in good order.

*Pitullie.*—The error in the placing of the burners, formerly reported, has been rectified.

*Kirkcudbright.*—The lights here are in the same condition as formerly reported. The buoys in the River Dee have been painted black, as suggested in our last Report. The beacons are in good order.

*Helensburgh.*—One red light at pierhead, and one green at inner end of pier, consisting of five gas-jets in each lantern, all kept in good order.

*Dumbarton Pier.*—Red light in small lantern, used only during the winter months, for the use of the river steamers calling at pier.

*Donald's Quay.*—Small dioptric apparatus, lighted by paraffin. The lantern is glazed with three red and three white panes. Apparatus and tower well kept.

*Rashilee Park.*—White light; small dioptric apparatus, lighted by paraffin, placed in a cast-iron tower. The apparatus is well kept.

*Dalmuir.*—Red light, from paraffin, shown from a tower similar to Rashilee. All found in good order.

The following lights are in the same condition as formerly reported, and were found in good order, viz.:—Banff, Macduff, Rosehearty, Port Ellen, Arbroath, Annan Waterfoot, Rothesay, Cardross, Garmoyle Floating-light, Bowling, and Dumbuck.

Edinburgh, 9 January 1877.

## No. 3.

(H.—4957.)

## REPORT by COMMISSIONERS of IRISH LIGHTS on Inspection of HARBOUR LIGHTS.

Irish Lights Office, Westmoreland-street,  
Dublin, 24 June 1876.

Sir,

I AM directed to forward herewith, for the information of the Board of Trade, copies of Reports submitted to the Commissioners of Irish Lights, by a committee of their body, who, under the provisions of the 43rd section of Act 25 & 26 Vict. c. 63, recently made an inspection of the lights, buoys, and beacons under the jurisdiction of the Harbour Authorities named in the margin hereof.

Cork.  
Limerick.  
Tralee.  
Wexford.  
New Ross.  
Waterford.  
Dungarvan.

I am, &c.  
(signed) Owen Armstrong,  
for Secretary.

The Assistant Secretary, Harbour Department,  
Board of Trade.

Enclosure in No. 3.

## R E P O R T S.

Friday, 30 July 1875.—The inspecting committee during the time the “Princess Alexandra” was coaling took the steamer launch, and proceeded to inspect the local lights and beacons in the Cork river, accompanied by the harbour master, and found all the beacons and lights were in creditable order.

8 May 1876.—The following Commissioners of Irish Lights, viz., Captain Knott, Captain Hardy, and Alderman Manning, left Dublin on local inspection on Monday, the 8th May, and proceeded by train to Limerick, arriving there the same evening.

Tuesday, 9 May.—Called on Harbour Commissioners according to arrangement, and after a conference proceeded in tug steamer down the river to examine the different lights, &c. under their control; a deputation of the Harbour Commissioners, their engineer and harbour master accompanying us. We found all the local lights and beacons in very good order, with the exception of the lighthouse on Dock Head, which is very dilapidated, and should be repaired at once. We also pointed out to the Commissioners the advisability of having a small locker fitted on the outside of the Horse Rock Lighthouse to keep the paraffin oil in, as we considered it unsafe inside beside the stove. Also that the floor should be leaded as a protection from fire, the building being very confined, and the keeper residing in it. The following is a list of the lights which have been lighted since last inspection:—The Horse Rock, Spilling Rock, Crawford Rock, Ballast Rock, Cloonagh Point, Braemer Point, Clonmacken Point, Barrington Quay, and Dock Head.

Wednesday, 10 May.—Proceeded by steamer to Tarbert, from there by carriage to Tralee *via* Listowel. On our arrival at Tralee we called at the Harbour Office, and arranged with secretary and harbour master to inspect the local buoys and beacons the following morning by boat.

Thursday, 11 May.—Nine a.m. Embarked at the canal gates, accompanied by Secretary of the Harbour Commissioners, and inspected the buoys and beacons in the river. Found the buoys in fair order; one was considerably out of its position, having been fouled by a vessel a few days since. This should be replaced at once. Another required to be pumped out. All required painting. Having completed our inspection, returned to Dublin on Friday the 12th.

(signed) *O. P. Knott,*  
*F. Hardy.*  
*Joseph Manning.*

Monday, 22 May 1876.—Left Dublin for Wexford, arriving there at 6.40 p.m.

Tuesday, 23 May.—Ten a.m. Called at Harbour Office, and, after a conference with the Secretary of the Harbour Commissioners, embarked in tug steamer, accompanied by harbour master and pilot, and proceeded down the river to inspect the local buoys, beacons, &c. Found that three of the perches had been carried away, and also that one of the buoys had been removed for repairs. The other buoys and beacons were in fair order, but required scraping and painting. We were informed by the secretary that new perches were being made, and would be placed in position at once. We would recommend the Harbour Commissioners to get some spare buoys, so that in case of any of the buoys requiring repairs or painting they may be replaced by the spare ones, instead of using a log of wood, as at present.

On proceeding across the bar we found that, since the last inspection, the Hantoon Channel has become closed up with sand, and that the buoys formerly marking that channel have been shifted to mark the one to the eastward of it, which appears to be the only one now navigable. We next proceeded to Rosslare, and inspected the temporary light at the end of the breakwater in course of erection. Leaving this, we returned to Wexford at 5 p.m.

Wednesday, 24 May.—Proceeded from Wexford to New Ross, where, having conferred with harbour master, we embarked on board a steamer sent from Waterford by the Harbour Commissioners for our accommodation, and proceeded down the river. We found all the buoys well placed and in excellent order, except one, which was removed for painting, and was replaced by a small one.

We observed that the water has shoaled to five feet at low water on Kenny's Bank, and we got over it with difficulty. As this must interfere much with the navigation of the river, we would recommend the Harbour Commissioners to get it dredged.

On leaving the River Barrow, we proceeded to inspect the buoys in the River Suir, up to Waterford, and found them all in first-rate order and position, red one side, and black on the other. On our arrival at Waterford we had an interview with the Secretary of the Harbour Commissioners, who pointed out that Bolton's Rock buoy is at present



about  $1\frac{1}{2}$  cables N.N.E. of the rock, and stated that the Harbour Commissioners want sanction to shift it to a position immediately outside the rock; this we recommend should be given.

The buoys on Seede's Bank have been removed for several years, but are still on Admiralty Chart.

Thursday, 25 May.—Procured a carriage and drove to Ballynacourty, arriving there at 12.30. We embarked in Coast Guard boat, and proceeded to inspect the buoys in Dungarvan Bay. Found that they were all well placed, and in good order. We also inspected the two small leading lights recently placed on Ballynacourty Point, and found that by keeping them in one they led up the centre of the channel; they must be of great service to vessels entering at night. Having completed our inspection, we returned to Waterford, after a drive, going and returning, of 56 miles.

Friday, 26th.—Returned to Dublin.

(signed) *O. P. Knott.*  
*F. Hardy.*

No. 4.

(H.—5248.)

### FURTHER REPORT by COMMISSIONERS of IRISH LIGHTS on Inspection of HARBOUR LIGHTS.

Irish Lights Office, Westmoreland-street,  
Dublin, 28 June 1877.

Sir,

I AM directed by the Commissioners of Irish Lights to forward herewith, for the information of the Board of Trade, copy of a report by a committee of this Board who recently made a tour of inspection of the lights, buoys, and beacons, under the jurisdiction of the Harbour Boards, at Sligo, Ballina, Killala, Westport, Dundalk, Belfast, and Drogheda, and to acquaint you that the Local Harbour Boards have been furnished with copies of the report, as far as relates to each respectively, who, in cases where defects were noticed, have been called on to remedy them with the least possible delay.

I am, &c.  
(signed) *W. Lees*, Secretary.

The Assistant Secretary,  
Harbour Department, Board of Trade,  
London.

Enclosure in No. 4.

### R E P O R T S.

Monday, 4th June.

THE following members of the Inspecting Committee, viz., Captains Knott and Hardy, R.N., left Dublin at 9 o'clock a.m., on local inspection. Having arrived at Sligo at 3 o'clock p.m., they were there met by a deputation of the Harbour Board, who informed them that the tide would not suit till the following morning.

(signed) *O. P. Knott*, Captain, R.N.  
*Fred. Hardy*, Captain, R.N.

Tuesday, 5th June.

*Sligo.*—The committee proceeded down the river in a tug steamer provided by the Harbour Commissioners, who also accompanied them, and inspected the beacons, buoys, &c., all of which were in good order, except three beacons which required repairs, and which the harbour-master promised the committee would be executed during the summer. The committee then departed by car for Ballina, where they arrived at 8 p.m., after a drive of 37 miles.

(signed) *O. P. Knott*, Captain, R.N.  
*Fred. Hardy*, Captain, R.N.

Wednesday, 6th June.

*Ballina.*—Ten a.m. Committee conferred with secretary to Harbour Board, and then drove to the quay, where they found the Harbour Commissioners' steamer awaiting their arrival, as also Sir Charles Knox Gore, Bart., and the harbour-master, who accompanied them

them down the river. The buoys and beacons generally were found in good order and well placed, with the exception of the "Bar buoy," which, owing to the bar having recently shifted, is now in a wrong position, as also the two wooden beacons on the "sand hills." These should be shifted, as, in their present position, they would lead vessels into danger.

Some of the buoys require painting, but others are in readiness to replace them.

*Killala.*—Having left the "Moy," the committee proceeded to Killala Roads.

The buoy of "Castle Rock," belonging to the Killala Harbour Commissioners, is very dirty, and should be overhauled at once and painted. The perches which marked the channel up to Killala have disappeared, and the Killala Commissioners should be called upon to replace them.

Having completed the inspection here, the committee returned to Ballina for the night.

(signed) *O. P. Knott*, Captain, R.N.  
*Fred. Hardy*, Captain, R.N.

Thursday, 7th June.

*Westport.*—At 9.30 a.m. the committee left Ballina by train for Westport, where they procured a car and drove to the quay. They conferred with the secretary and harbour-master, who pointed out that the channel could not be inspected by boat, it blowing too hard, they therefore proceeded to do so by car, and with the assistance of a good telescope were able to examine all the marks and buoys, which appeared well placed and in excellent order.

There are 14 perches from Dornish to the quay; those on the port hand being painted white, and those on the starboard hand black. There are also three buoys marking the fairway—one red, and the other two black.

The committee then returned to Westport for the night, the inspection being finished.

(signed) *O. P. Knott*, Captain, R.N.  
*Fred. Hardy*, Captain, R.N.

Friday, 8th June.

Committee proceeded by rail to Dublin, where they arrived at 6 p.m.

Monday, 18th June.

*Dundalk.*—Committee left Dublin by 9 a.m. train for Dundalk, where they found a steamer provided by the Harbour Commissioners ready to convey them down the river.

Accompanied by some of the Harbour Commissioners and their engineer, inspected the local lights and beacons.

They found the channel well marked with wooden beacons, on 11 of which lights are placed at night.

All the beacons and buoys were in good order. The channel leading up to Dundalk has been much improved lately.

Leaving Dundalk, they went on by train to Belfast, arriving there at 9 p.m.

(signed) *O. P. Knott*, Captain, R.N.  
*Fred. Hardy*, Captain, R.N.  
*Jas. Stirling*.

Tuesday, 19th June.

*Belfast.*—At 10 a.m. conferred with secretary to Harbour Board, and afterwards went down the lough in a tug steamer, accompanied by the engineer and harbour master, visited all the local lights and buoys, which were in excellent order.

(signed) *O. P. Knott*, Captain, R.N.  
*Fred. Hardy*, Captain, R.N.  
*Jas. Stirling*.

Wednesday, 20th June.

*Drogheda.*—Proceeded by train to Drogheda, and after conferring with secretary to Harbour Board, went by car along the banks of the river, and inspected all the local marks. The channel is well marked with stone beacons, which are all in good order, except one which should be rebuilt.

Having completed this duty, they returned to Dublin, where they arrived at 6 p.m.

(signed) *O. P. Knott*, Captain, R.N.  
*Fred. Hardy*, Captain, R.N.

COPIES of REPORTS to the BOARD of TRADE by the TRINITY HOUSE of DEPTFORD STROND, the COMMISSIONERS of NORTHERN LIGHTHOUSES, and the COMMISSIONERS of IRISH LIGHTS, of their Inspection of LOCAL LIGHTHOUSES, BUOYS, and BEACONS (in continuation of Parliamentary Paper, No. 151, of Session 1876).

(Presented pursuant to Act 25 & 26 Vict. c. 63, s. 43.)

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*Ordered, by The House of Commons, to be Printed,  
9 July 1877.*

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25

MERCANTILE MARINE FUND (1875-6).

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1 8 7 5-6.

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AN ACCOUNT of the MERCANTILE MARINE FUND, under the Act  
17 & 18 Vict. cap. 104, sect. 429, showing the INCOME and EXPENDITURE  
for the Year ending 31st March 1876.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

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*Ordered, by The House of Commons, to be Printed,*  
*4 August 1877.*

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## AN ACCOUNT of the MERCANTILE MARINE FUND,

## R E C E I P T S.

## CASH.

## EXCHEQUER BILLS

	£.	s.	d.
For Balance in hand 31st March 1875, as shown in the preceding Account - - - - -	55,230	13	3
„ Amounts disallowed in 1874-5 - - - - -	89	9	1

£. s. d.  
55,320 2 4

£. s. d.  
141,600 - -

## LIGHT DUES AND LIGHTHOUSES:

	Trinity House.	Irish Lighthouses.	Northern Lighthouses.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
For Light Dues received -	272,293 15 8	21,442 12 5	43,139 9 2	336,875 17 3
For Proceeds of Sale of Old Plant, Stores, &c., and Percentages from Extraneous Services - - - - -	1,901 - 9	638 15 5	5,119 15 2	7,659 11 4
For Contributions from Imperial Funds towards the Maintenance of the North Stack Fog Gun and Warner Lightship - - - - -	870 - -	- -	- -	870 - -

345,405 8 7

## MERCANTILE MARINE OFFICES:

For Fees, &c. received under "The Merchant Shipping Act," as per Account (C.), page 6 - - - - -	£. s. d. 95,619 14 11
For Contribution from Imperial Funds on account of Emigration Officers for 1875-6 - - - - -	2,000 - -

97,619 14 11

## CHAIN CABLES, &amp;c.:

For Fees received under Sect. 2 of the Chain Cables and Anchors Act, 1874 - -	£. s. d. 683 4 1
---	---------------------

683 4 1

## SAVING LIFE:

For Proceeds of Sale of Old Apparatus, Stores, &c. - - - - -	£. s. d. 228 3 6
--	---------------------

228 3 6

## INTEREST:

For Interest received on Exchequer Bills and on Accounts of Superintendents of Mercantile Marine Offices at Local Banks - - - - -	£. s. d. 3,695 11 2
---	------------------------

3,695 11 2

## EXCHEQUER BILLS:

For Proceeds of Sale of Exchequer Bills - - - - -	£. s. d. 55,596 4 6
---	------------------------

55,596 4 6

£. 558,548 9 1

141,600 - -

Board of Trade, }  
11 July 1877. }

Exchequer and Audit Department, }  
31 July 1877. }

Examined,  
Hay Cooper.

under the Act 17 & 18 Vict. c. 104, for the Year ending 31st March 1876.

P A Y M E N T S.					CASH.	EXCHEQUER BILLS.
LIGHT DUES AND LIGHTHOUSES:					£. s. d.	£. s. d.
For Expenditure, as follows:						
	Trinity House.	Irish Lighthouses.	Northern Lighthouses.	TOTAL.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
Maintenance of Lighthouses	41,793 6 9	31,732 15 11	25,185 11 2			
Maintenance of Light Vessels - - - -	45,376 2 11	13,598 9 -	-			
Maintenance of Buoys and Beacons - - - -	5,579 13 5	2,847 8 10	1,309 15 8			
Maintenance of Steam and Sailing Vessels - -	41,949 7 11	8,994 9 11	11,626 19 4			
Office and House Expenses	6,166 17 7	2,231 6 -	654 6 11			
Salaries of Establishment -	18,898 7 4	3,955 - -	2,824 19 -			
Miscellaneous Expenses -	6,068 2 9	1,916 12 -	2,414 4 7			
Charges for Collection -	5,259 11 9	1,048 4 2	501 12 7			
Superannuations of Officers and Clerks - - - -	7,848 19 8	1,792 13 7	2,603 17 -			
Stores, Labour, and Materials, as per Account (A.), page 4 -	43,253 10 -	-	-			
£.	222,194 - 1	68,116 19 5	47,121 6 3	337,432 5 9		
New Works in building Lighthouses, &c. as shown in Statement (B.) in Appendix, page 5 - -	31,042 16 3	15,973 10 3	8,492 5 4	55,508 11 10		
					392,940 17 7	
MERCANTILE MARINE OFFICES:					£. s. d.	
For Salaries and Expenses at the various Ports in the United Kingdom, as per Account (C.), page 6 - - - - -					104,935 10 6	
For Expenses of Investigations into the conduct of Masters and Mates - - - - -					1,250 5 11	
						106,185 16 5
SAVING LIFE:						
For Expenses of Life Boats, Apparatus for Saving Life, and Gratuities for Saving Lives - - - - -						14,741 3 8
PENSIONS:						
For Pensions granted by the Trinity House Corporation, before 1st October 1853, for the two years ending March Quarter 1876 - - - - -					1,615 6 3	
For Pensions and Superannuation Allowances in respect of Ballastage Service on expiration of the Act 6 & 7 Vict. c. 57 - - - - -					1,304 17 11	
CHAIN CABLES, &c.:						
For Expenses under Sect. 2 of the Chain Cables and Anchors Act, 1874 - - -					1,632 9 10	
EXCHEQUER BILLS:						
For Exchequer Bills sold (as per contra) - - - - -					- - -	55,000 - -
					518,420 11 8	
Balance in hand on 31st March 1876, as per Statement (D.), page 7 - - - -					40,127 17 5	86,600 - -
£.	558,548 9 1					141,600 - -

R. G. C. Hamilton,  
Assistant Secretary.

I certify that this Account has been examined under my directions, and is correct.

W. Dunbar,  
Comptroller General of Her Majesty's Exchequer, and  
Auditor General of Public Accounts.



## APPENDIX.

ACCOUNT (A.), referred to at page 3.

## ACCOUNT of the RECEIPT and ISSUE of STORES and of LABOUR and MATERIALS applied by the TRINITY HOUSE for the LIGHTHOUSE SERVICE, for the Year ending 31st March 1876.

To Value of Balance in hand on 31st March 1875												£.	s.	d.	
-												13,370	14	8	
To Value received during the year, as under												£.	s.	d.	
-												44,680	7	9	
Statement showing the Agreement with the Cash Accounts:												£.	s.	d.	
Net Expenditure in Cash (see Cash Account)												43,253	10	-	
Add,—Cash received for value of Stores supplied and work done for Extraneous Services												3,174	1	11	
Gross Expenditure in Cash - £.												46,427	11	11	
Less Amount included in the above for Stores and Materials received before 1st April 1875												9,347	4	5	
£.												37,080	7	6	
Add,—For Value of Stores, Wages, and Materials received during the year, but Accounts not yet settled -												6,823	12	3	
Add,—Discounts allowed for Cash												145	2	10	
Add,—Value of Stores and Materials returned into Stock												631	5	2	
£.												44,680	7	9	
To Value of Excess of Surplus over Deficiencies of Stores and Materials												159	13	10	
												£.	58,210	16	3

Stores.			Workshops.			TOTAL.														
£.	s.	d.	£.	s.	d.	£.	s.	d.												
By Value of Issues:																				
For Lighthouses - - - - -									7,271	19	3	8,806	1	-	16,078	-	3			
" Light Vessels - - - - -									8,155	15	9	2,946	15	7	11,102	11	4			
" Buoys and Beacons - - - - -									878	4	2	782	5	10	1,660	10	-			
" Steam and Sailing Vessels, District Storehouses, &c. - - - - -									6,982	16	-	5,780	15	10	12,063	11	10			
" Office and House Expenses - - - - -									9	16	8	10	-	11	19	17	7			
" Miscellaneous Expenses - - - - -									26	11	1	497	7	7	523	18	8			
									41,448	9	8									
By Value of Issues for Extraneous Services - - - - -									-	-	-	-	-	-	-	-	-	2,936	11	1
By Value of Old Stores and Materials sold - - - - -									-	-	-	-	-	-	-	-	-	73	13	6
By Value of Balance in hand on 31st March 1876 - - - - -									-	-	-	-	-	-	-	-	-	13,752	2	-

41,448 9 8

2,936 11 1

73 13 6

13,752 2 -

58,210 16 3

## STATEMENT (B.), referred to at page 3.

STATEMENT of the SUMS expended for New Works in BUILDING LIGHTHOUSES, &amp;c. in the United Kingdom, from 1st April 1875 to 31st March 1876.

NATURE OF WORK.						
	£.	s.	d.	£.	s.	d.
<b>ENGLAND:</b>						
Lighthouses:						
Wolf (new light) - - - - -	783	13	8			
Longships (rebuilding) - - - - -	2,393	-	5			
St. Tudwall's (new light) - - - - -	391	8	6			
Hartland Point (new light) - - - - -	266	5	9			
Milford (Great Castle Head) - - - - -	471	14	11			
Lizard (improvement, including Fog Signal) - - - - -	3,682	7	5			
Dungeness (alterations, including Fog Signal) - - - - -	2,125	15	4			
Fog Signals:						
On Shore - - - - -	1,797	14	3			
On Board Light Vessels - - - - -	8,165	7	3			
Light Vessels:						
No. 46 - - - - -	82	12	11			
No. 48 - - - - -	1,361	16	5			
No. 49 - - - - -	1,255	7	9			
Steam Vessel "Stella" - - - - -	4,319	6	10			
Blackwall Store (additional premises) - - - - -	2,037	18	3			
Holyhead Store (new premises) - - - - -	1,908	6	7			
				31,042	16	3
<b>IRELAND:</b>						
Lighthouses:						
Straw Island (new light) - - - - -	728	19	9			
Galley Head (new light) - - - - -	3,427	7	6			
Dunree Head (new light) - - - - -	1,017	17	5			
Buncrana Pier (new light) - - - - -	198	-	6			
Fog Signals:						
Poer Head - - - - -	85	15	10			
Light Vessel "Albatross" (for Daunt's Rock) - - - - -	1,143	15	-			
Ballagh Rock Beacon - - - - -	187	3	7			
Seal Rock and Fishing Point Beacons - - - - -	7	5	-			
Steam Vessel "Alert" - - - - -	8,704	19	5			
Kingstown Store - - - - -	532	6	3			
				15,973	10	3
<b>SCOTLAND:</b>						
Lighthouses:						
Chickens' Rock (to replace Calf of Man Lights) - - - - -	33	5	4			
Start Point (new dwellings) - - - - -	1,614	18	-			
Lamlash (new light) - - - - -	24	14	-			
Fog Signals:						
St. Abb's Head - - - - -	2,264	12	10			
Sanda - - - - -	2,653	13	-			
Steam Vessel "Pharos" (alterations) - - - - -	1,901	2	2			
				8,492	5	4
	£.			55,508	11	10

## ACCOUNT (C.), referred to at pages 2 and 3.

AN ACCOUNT of the Income and Expenditure for Fees received for Examinations of Masters and Mates, for Engaging and Discharging Crews, for Surveys of Steam Vessels, and by Receivers of Wreck, under the Merchant Shipping Act, 1854, for the Year ending 31st March 1876.

NET FEES				TOTAL NET INCOME.		OFFICES.		NET EXPENDITURE.					EXCESS OF		
On Examination of Masters and Mates.	On Engagement of Crews.	On Discharge of Crews.	On Renewal of Certificates.	£.	s. d.	£.	s. d.	Salaries.	Contingencies.	Gratuities and Superannuation Allowances.	TOTAL NET EXPENDITURE.	Income over Expenditure.	Expenditure over Income.		
£.	£.	£.	£.	£.	s. d.	£.	s. d.	£.	£.	£.	£.	£.	£.		
199 10 -	67 2 6	80 15 -	1 15 -	349	2 6	BOARD OF TRADE (Marine Department)								7,556 5 8	7,556 5 8
107 5 -	158 19 -	212 8 -	1 -	479 12 -	6	ABERDEEN	-	564 10 -	142 1 6	-	706 11 6	-	7,556 5 8		
174 15 -	254 13 6	531 2 -	7 15 -	968 5 6		BELFAST	-	405 1 2	70 3 1	-	475 4 3	-	357 9 -		
55 5 -	109 8 -	224 19 -	2 19 6	392 11 6		BRISTOL	-	848 16 8	1,100 8 8	-	1,949 - 4	-	-		
239 15 -	139 19 -	269 4 -	1 18 6	650 16 6		CORK	-	490 4 -	122 18 3	-	613 2 3	-	-		
366 10 -	215 1 -	357 9 -	3 12 6	942 12 6		DUBLIN	-	423 19 5	118 6 1	-	542 5 6	-	-		
345 15 -	1,303 17 -	633 6 6	13 10 6	2,296 9 -		DUNDEE	-	790 10 -	106 5 11	-	896 15 11	-	-		
199 15 -	586 17 -	646 4 -	19 5 4	1,452 1 4		GLASGOW	-	1,708 -	226 16 11	-	1,934 16 11	-	-		
145 -	741 13 -	947 6 -	12 3 6	1,846 2 6		GREENOCK	-	941 12 3	331 6 4	-	1,272 18 7	-	-		
165 -	262 12 -	361 16 -	3 6 6	792 14 6		HULL	-	948 14 3	218 8 9	-	1,167 3 -	-	-		
1,575 10 -	6,256 19 -	6,015 8 -	48 14 -	13,896 11 -		LEITH	-	538 4 7	98 5 9	-	636 10 4	-	-		
1,339 10 -	2,880 19 -	3,914 9 -	43 16 8	8,178 14 8		LIVERPOOL	-	7,890 8 -	2,124 18 3	-	10,015 6 3	-	-		
-	1,928 7 -	1,915 19 -	23 1 -	3,867 7 -		LONDON (Tower-hill)	-	5,350 14 -	2,104 7 10	-	7,455 1 10	-	-		
9 -	140 9 -	183 1 -	5 10 6	338 - 6		" (Poplar)	-	1,618 -	(c) 7,895 1 3	-	9,013 2 -	-	-		
363 5 -	163 6 -	201 -	2 4 6	729 19 -		NEWCASTLE	-	359 14 5	129 3 4	-	488 17 9	-	-		
184 -	1,059 8 6	384 18 -	7 4 6	1,635 11 -		PLYMOUTH	-	435 -	111 11 8	-	546 11 8	-	-		
253 -	1,161 5 -	490 4 -	7 - 4	1,911 9 4		SHIELDS, NORTH	-	(d) 1,735 1 7	299 13 5	-	2,034 15 -	-	-		
406 10 -	690 16 -	251 1 -	5 8 4	1,353 15 4		SHIELDS, SOUTH	-	886 17 2	166 13 8	-	1,053 10 10	-	-		
16 10 -	4,587 13 6	3,499 12 6	65 - 6	8,168 16 6		SUNDERLAND	-	856 18 10	188 2 -	-	1,045 - 10	-	-		
6,145 15 -	22,709 5 -	21,120 2 6	275 9 8	50,250 12 2		MINOR PORTS of the United Kingdom	-	(e) 7,255 16 5	1,234 15 1	-	8,490 11 6	-	-		
						TOTAL - - - £.		34,048 3 6	22,182 1 10	1,663 6 7	57,893 11 11	7,489 11 9	15,132 11 6		
} Salaries of Surveyors and Medical Inspectors															
				35,323 - 9				-	-	-	39,734 14 1	-	3,204 3 4		
				1,207 10 -				-	-	-	-	459 4 3	-		
				459 4 3				-	-	-	-	109 2 7	-		
				109 2 7				-	-	-	-	-	-		
} Remuneration to and Contingent Expenses of Receivers of Wreck for the Year ending 31st March 1876															
				6,717 15 8				-	-	-	6,717 15 8	-	-		
				1,531 15 6				-	-	-	582 12 10	949 2 8	-		
				4 14 -				-	-	-	4 16 -	-	-		
				16 -				-	-	-	2 -	14 -	-		
				95,619 14 11		TOTAL - - - £.		-	-	-	104,935 10 6	9,021 1 3	18,336 16 10		



## STATEMENT (D.), referred to at page 3.

## STATEMENT of the BALANCE in Hand on 31st March 1876.

PARTICULARS OF BALANCE.					CASH.			EXCHEQUER BILLS.		
					£.	s.	d.	£.	s.	d.
Debtors receivable, outstanding	-	-	-	-	24,337	4	4			
Debtors payable, outstanding	-	-	-	-	5,663	16	3			
								18,673	8	1
Amount due to Her Majesty's Paymaster General	-	-			-	-		11,052	5	4
								7,621	2	9
Exchequer Bills held by him	-	-	-	-	-	-		-	-	
								86,600	-	-
In the hands of Superintendents, Mercantile Marine Offices, and Receivers of Wreck	-	-	-	-	15,850	14	9			
Overcharges on account of Rocket and Mortar Apparatus, and Expenses of Surveys	-	-	-	-	3	6	-			
								15,854	-	9
" Trinity House	-	-	-	-	23,309	16	10			
" Commissioners of Northern Lighthouses	-	-	-	-	13,755	9	-			
" Irish Lights Commissioners	-	-	-	-	7,410	16	2			
					44,476	2	-			
Less Transfers from Light Dues	-	-	-	-	2,898	-	-			
								41,578	2	-
In the hands of Gas Referees	-	-	-	-	-	-		104	17	6
" Surveyors	-	-	-	-	-	-		170	-	-
Advanced on account of Board of Trade	-	-	-	-	4,982	17	5			
" Harbours, &c. under Board of Trade	-	-	-	-	1	10	9			
" Lighthouses Abroad	-	-	-	-	1,341	6	10			
" Relief of Distressed Seamen	-	-	-	-	1,617	-	8			
" Dues, Merchant Shipping Act, &c.	-	-	-	-	11,877	4	11			
" City of London Gas Companies	-	-	-	-	180	3	1			
" Ragged Point Lighthouse	-	-	-	-	750	3	7			
" Alderney Harbour	-	-	-	-	50	19	2			
" Registry of Shipping at Shanghai	-	-	-	-	299	3	2			
" Seamen's Savings Bank and Deposit Bank	-	-	-	-	516	11	10			
								21,617	1	5
DEDUCT,										
Amount due to Commissioners of Her Majesty's Customs	-	-	-	-	1,015	14	1	86,945	4	5
" Governor General of Canada	-	-	-	-	16	8	9			
" Corporation of Dublin	-	-	-	-	34	16	6			
" Postal Services	-	-	-	-	2	2	7			
" Commissioners of Inland Revenue	-	-	-	-	245	4	10			
" Merchant Seamen's Fund Pensions	-	-	-	-	803	3	4			
" Wages and Effects of Deceased Seamen	-	-	-	-	256	18	3			
" Ramsgate Harbour Fund	-	-	-	-	1,056	1	5			
" Extra Receipts	-	-	-	-	129	6	1			
" Fines and Forfeitures	-	-	-	-	757	5	7			
" Suspense Account	-	-	-	-	1,694	-	3			
" Oyster Fisheries	-	-	-	-	127	12	5			
" Crown Lands	-	-	-	-	846	13	8			
" Royal Naval Volunteers	-	-	-	-	16,201	13	3			
" Her Majesty's Stationery Office	-	-	-	-	-	7	10			
" Wreck and Salvage	-	-	-	-	15,962	7	2			
" Money Orders	-	-	-	-	1,943	6	5			
" Greenwich Sixpences Pension Fund	-	-	-	-	5,493	19	4			
" Tornado Claims	-	-	-	-	116	1	2			
" Lloyd's Register	-	-	-	-	75	-	-			
" Paris Maritime Exhibition	-	-	-	-	3	4	2			
" Admiralty	-	-	-	-	35	19	11			
								46,817	7	-
					£.			40,127	17	5
								86,600	-	-

MERCANTILE MARINE FUND (1875-6).

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1875-6.

AN ACCOUNT of the MERCANTILE MARINE FUND,  
under the Act 17 & 18 Vict. c. 104, showing the  
BALANCE of CASH and AMOUNT of EXCHANGE BILLS  
held on 31 March 1875, with the INCOME and EX-  
PENDITURE from that Date to 31 March 1876.

*(Presented pursuant to Act of Parliament.)*

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*Ordered, by The House of Commons, to be Printed,*

*4 August 1877.*

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396.

*Under 1 oz.*

MERCHANT SERVICE.

RETURN to an Order of the Honourable The House of Commons,  
dated 19 July 1877;—for,

RETURN “showing the Number, Ages, Ratings, and Causes of Death of  
SEAMEN reported to the Board of Trade during the Year 1876, as having  
DIED in the BRITISH MERCHANT SERVICE (in continuation of Parlia-  
mentary Paper, No. 398, of Session 1876).”

Board of Trade, }  
19 July 1877. }

T. H. FARRER.

*(Mr. Edward Stanhope.)*

*Ordered, by The House of Commons, to be Printed,*  
*19 July 1877.*



RETURN showing the Number, Ages, Ratings, and Causes of Death of SEAMEN reported to the Board of Trade during the Year 1876, as having DIED in the BRITISH MERCHANT SERVICE.

(A).—NUMBER AND CAUSES OF DEATHS.

*Note.*—The classification in Table (A.) is prepared from the various reports of the causes of death made principally by the masters of vessels to which the men belonged. The return contains some of the cases of deaths in British colonial ships; it contains also many, if not most, of the cases of men who die abroad after their discharge sick from British ships, but not the cases of men who die under similar circumstances in the United Kingdom.

Class.	CAUSES OF DEATH.	1876.		1875.	1874.
1	Fevers :				
	Yellow Fever - - - - -	208			
	Intermittent fever or ague - - - - -	7			
	Continued fever (under various names) - - -	137			
			347	275	379
2	Eruptive Fevers or Rashes :				
	Small-pox - - - - -	32			
	Measles - - - - -	—			
			32	11	20
3	Diseases of the Brain and Nervous System :				
	Apoplexy, paralysis, epilepsy, delirium tremens, lockjaw, fits, brain disease, &c. - - -	- -	110	99	114
4	Diseases of the Heart and great Blood Vessels :				
	Heart disease, aneurism, hypertrophy, &c. - - -	- -	149	110	128
5	Diseases of the Lungs and Air-passages :				
	Quinsy, bronchitis, pneumonia, pleurisy, asthma, catarrh, laryngitis, &c. - - -	86			
	Consumption - - - - -	125			
			211	226	184
6	Diseases of the Stomach, Bowels, Liver, and Digestive Organs :				
	Cholera - - - - -	98			
	Dysentery - - - - -	60			
	Inflammation, diarrhœa, &c. - - - - -	72			
			230	204	275
7	Diseases of the Urinary and Genital Organs :				
	Diseases of kidney, bladder, stricture, venereal, &c. - - -	- -	34	22	24
8	Diseases of the Skin and Cellular Tissue :				
	Abscess, ulcer, gangrene, tumour, erysipelas, &c. - - -	- -	24	12	19
9	Rheumatism and Gout :				
	Rheumatic fever, &c. - - - - -	- -	12	6	7
	Carried forward - - -		1,149	965	1,150

Class.	CAUSES OF DEATH.										1876.		1875.	1874.		
	Brought forward										-	-	1,149	965	1,150	
10	Scurvy	-	-	-	-	-	-	-	-	-	-	12	3	3		
11	Other diseases	-	-	-	-	-	-	-	-	-	-	84	78	42		
12	Natural causes	-	-	-	-	-	-	-	-	-	-	30	45	60		
13	Accidental Deaths:															
	Drowned by wreck	-	-	-	-	-	-	-	-	-	1,237	-	-	1,525	1,819	
	„ accident other than wreck	-	-	-	-	-	-	-	-	-	1,033	-	-	987	1,040	
	Other accidental deaths	-	-	-	-	-	-	-	-	-	307	-	-	306	282	
												2,577	2,818	3,141		
14	Murder and homicide, and 1 executed for murder	-	-								-	-	28	15	23	
15	Suicide	-	-	-	-	-	-	-	-	-	-	-	37	28	22	
16	Unknown causes	-	-	-	-	-	-	-	-	-	-	-	234	124	161	
	TOTAL										-	-	-	4,151	4,076	4,602

(B.)—AGES.	1876.	1875.	1874.	(C.)—RATINGS.	1876.	1875.	1874.
Under 21 - - - - -	782	824	901	Mates - - - - -	342	357	366
				Midshipmen - - - - -	2	2	1
From 21 to 30 - - -	1,604	1,595	1,818	Quartermasters - - - - -	13	14	18
				Boatswains - - - - -	110	117	127
„ 31 „ 40 - - -	759	751	815	Able Seamen - - - - -	1,558	1,446	1,642
				Ordinary Seamen - - - - -	333	371	425
„ 41 „ 50 - - -	349	350	329	Apprentices and Boys - - -	277	290	303
				Surgeons - - - - -	8	9	13
„ 51 „ 60 - - -	93	77	95	Cooks and Stewards - - -	302	302	353
				Carpenters - - - - -	83	96	128
Over 60 - - - - -	20	15	13	Sailmakers - - - - -	41	27	41
				Minor capacities - - - - -	49	64	64
Unknown - - - - -	544	464	631	Engineers - - - - -	63	98	91
				Firemen - - - - -	173	223	225
				Stowaways - - - - -	11	4	25
				Unknown - - - - -	786	656	780
TOTAL - - -	4,151	4,076	4,602	TOTAL - - -	4,151	4,076	4,602

Allen Stoneham,  
Registrar General of Shipping and Seamen.

MERCHANT SERVICE.

RETURN showing the Number, Ages, Ratings, and Causes of Death of SEAMEN reported to the Board of Trade during the Year 1876, as having Died in the BRITISH MERCHANT SERVICE (in continuation of Parliamentary Paper, No. 398, of Session 1876).

(*Mr. Edward Stanhope.*)

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*Ordered, by The House of Commons, to be Printed,  
19 July 1877.*

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ACCOUNT of the RECEIPT and EXPENDITURE under the SEAMEN'S FUND  
WINDING-UP ACT, from 1st January to 31st December 1875; with an  
ACCOUNT of the Sums Received and Paid for the Wages and Effects of  
Deceased Seamen in the Year 1875.

(Pursuant to Acts 14 & 15 Vict. c. 102, s. 59, and 17 & 18 Vict. c. 104, s. 202.)

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*Ordered, by The House of Commons, to be Printed,*  
*14 August 1877.*

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# ACCOUNT RELATING TO RECEIPT AND EXPENDITURE

AN ACCOUNT of the RECEIPT and EXPENDITURE under the SEAMEN'S FUND WINDING-UP ACT, from 1st January to 31st December 1875.

R E C E I P T S.		P A Y M E N T S.		£.	s.	d.	£.	s.	d.
To Balance in hand on 1st January 1875, as shown in the preceding Account, to 31st December 1874 - - - - -		By Amount paid for Pensions, including the sum of 3 <i>l.</i> 15 <i>s.</i> 11 <i>d.</i> in respect of the Year 1873 - - - - -		10,866	13	-	36,409	19	10
To Amount of the Vote of Parliament for the year ending 31st March 1876 - - - - -		By Amount paid for Commutation of Pensions - - - - -		36,700	-	-	11	-	-
		By Saving on the Parliamentary Vote, 1873-74, surrendered - - - - -							36,420 19 10
		By Balance in hand on 31st December 1875, as under, viz:—							617 3 5
		Amount in the Exchequer - - - - -							37,038 3 3
		Cash in the hands of Her Majesty's Paymaster General - - - - -							30,600 - -
		Less, Amount due to the War Department for payment of Pensions in 1875 - - - - -							449 12 9
									31,049 12 9
									20,521 3 -
									10,528 9 9
									47,566 13 -

Amount received for Voluntary Contributions from Masters and Seamen during the Year 1875, including 3*l.* 15*s.* 11*d.* repayments in 1873, and paid into Her Majesty's Exchequer, 471*l.* 7*s.* 1*d.*

Board of Trade, August 1877.

R. G. C. Hamilton, Assistant Secretary.

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Granted in the Years 1874 and 1875.

Rate of Pension.	CLASS OF PENSIONERS.	1874.		1875.	
		Number.	Amount.	Number.	Amount.
£. s. d.			£. s. d.		£. s. d.
6 16 -	Masters - - - - -	49	333 4 -	61	414 16 -
3 8 -	Seamen - - - - -	20	68 - -	26	88 8 -
4 8 -	Widows of Masters - - - - -	76	334 8 -	75	330 - -
2 4 -	Widows of Seamen - - - - -	45	99 - -	53	116 12 -
2 4 -	Children of Masters - - - - -	16	35 4 -	12	26 8 -
1 2 -	Children of Seamen - - - - -	4	4 8 -	11	12 2 -
		210	874 4 -	238	988 6 -

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Expired in the Years 1874 and 1875.

CLASS OF PENSIONERS.	1874.		1875.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.
Masters - - - - -	164	1,024 14 4	167	1,056 - -
Seamen - - - - -	160	513 10 -	152	522 2 -
Widows of Masters - - - - -	153	583 14 8	167	673 16 -
Widows of Seamen - - - - -	276	567 4 10	276	572 5 -
Children of Masters - - - - -	46	107 10 -	40	85 16 -
Children of Seamen - - - - -	37	46 11 -	24	27 18 -
	836	2,843 4 10	826	2,937 17 -

COMPARATIVE STATEMENT of the NUMBER of PENSIONERS upon the FUND on the 31st December 1874 and 31st December 1875 ; distinguishing between Men, Women, and Children, and between different Scales of Pensions, and the Total Amount of Pensions of each Class.

CLASS OF PENSIONERS.	1874.		1875.	
	Number.	Amount.	Number.	Amount.
		£. s. d.		£. s. d.
Masters - - - - -	1,629	10,939 15 8	1,523	10,298 11 8
Seamen - - - - -	1,603	5,544 13 6	1,477	5,110 19 6
Widows of Masters - - - - -	2,902	11,426 6 9	2,810	11,082 10 9
Widows of Seamen - - - - -	4,200	9,053 - 11	3,977	8,597 7 11
Children of Masters - - - - -	358	637 8 8	330	578 - 8
Children of Seamen - - - - -	366	349 - -	353	333 4 -
	11,058	37,950 5 6	10,470	36,000 14 6



AN ACCOUNT of the PROPERTY and MONEYS held by the TRUSTEES of the MERCHANT SEAMEN'S FUND, at the undermentioned PORTS, for Special Purposes distinct from the General Purposes of the FUND, and the Receipt and Expenditure for the same, for the Year 1875.

Sunderland - - -	<p>Freehold Ground in Assembly Garth, whereon are built several Houses and a Seamen's Hall; also 13 Houses in Trafalgar-square, Sunderland, subject to a Ground-rent of 5<i>l.</i> per annum.</p> <p>£. 1,700 Bond of Commissioners of the River Wear.</p> <p>Cash received for Rents of Seamen's Hall; &amp;c., Interest on Bond, Bequest, and Donations (including last year's Balance of 48<i>l.</i> 15<i>s.</i> 1½<i>d.</i>), 165<i>l.</i> 14<i>s.</i> 10½<i>d.</i></p> <p>Cash paid for Salaries, Ground-rent, Insurance, Repairs, Water-rate, and Sundries, 99<i>l.</i> 10<i>s.</i> 8<i>d.</i></p> <p>Invested with River Wear Commissioners, 50<i>l.</i>, Total Payments, 149<i>l.</i> 10<i>s.</i> 8<i>d.</i>; Balance in hands of Bankers, 16<i>l.</i> 4<i>s.</i> 2½<i>d.</i></p>
Rye - - -	<p>Three Leasehold Cottages, subject to a Ground-rent of 13<i>s.</i> 4<i>d.</i> per annum, and 500<i>l.</i> Three per Cent. Consols.</p> <p>Cash received for Rent from the Inmates, 50<i>s.</i>, and dividends on Consols (including last year's Balance of 72<i>l.</i> 19<i>s.</i> 3<i>d.</i>), 92<i>l.</i> 6<i>s.</i> 9<i>d.</i></p> <p>Cash paid for Ground-rent and Repairs, 19<i>s.</i> 10<i>d.</i></p> <p>Balance in the hands of the Trustees, 91<i>l.</i> 6<i>s.</i> 11<i>d.</i></p>
Boston - - -	<p>Twelve Almshouses.</p> <p>Cash received for Rent from Inmates (including last year's Balance of 1<i>l.</i> 8<i>s.</i> 4<i>d.</i>), 9<i>l.</i> 8<i>s.</i> 4<i>d.</i>; Received from late Treasurer, 2<i>l.</i> 12<i>s.</i>, on account of a debt of 5<i>l.</i> 0<i>s.</i> 4<i>d.</i> due from him; Total Receipts, 12<i>l.</i> 0<i>s.</i> 4<i>d.</i></p> <p>Cash paid for Insurance, Water-rate, and Repairs, 13<i>l.</i> 0<i>s.</i> 5½<i>d.</i></p> <p>Balance due to the Trustees, 1<i>l.</i> 0<i>s.</i> 1½<i>d.</i></p>
Searborough - - -	<p>Sixty-seven Dwellings or Buildings, called the Seamen's Hospital and Trinity House.</p> <p>Bequest of 837<i>l.</i>, Three per Cent. Annuities.</p> <p>Cash withdrawn from the Bank, 14<i>l.</i> 5<i>s.</i>; Received for Dividends, 25<i>l.</i> 2<i>s.</i> 2<i>d.</i>; Rent, 33<i>l.</i> 10<i>s.</i> 6<i>d.</i>; Savings' Bank Interest, 1<i>l.</i> 4<i>s.</i> 4<i>d.</i>; Total Receipts (including last year's balance of 6<i>l.</i> 17<i>s.</i> 1<i>d.</i>), 80<i>l.</i> 19<i>s.</i> 1<i>d.</i></p> <p>Cash paid to Inmates of the Houses, 20<i>l.</i> 11<i>s.</i>; Repairs and Salaries, 40<i>l.</i> 11<i>s.</i>; Insurance, Gas and Water Rates, and Sundries, 14<i>l.</i> 10<i>s.</i> 11<i>d.</i>; Total Payments, 75<i>l.</i> 12<i>s.</i> 11<i>d.</i></p> <p>Balance in the hands of the Trustees, 5<i>l.</i> 6<i>s.</i> 2<i>d.</i></p>
Whitby - - -	<p>Fifty Tenements, called Seamen's Hospital Houses.</p> <p>Bequest of 300<i>l.</i>, Three per Cent. Consols, and 130<i>l.</i> 1<i>s.</i> 2<i>d.</i>, Three per Cent. Annuities.</p> <p>Cash received for Rent and Dividends, 17<i>l.</i> 17<i>s.</i></p> <p>Cash paid for Repairs, Insurance, Coals distributed to Inmates, and Sundries (including balance of 5<i>l.</i> 8<i>s.</i> 7<i>d.</i> due to the Trustees from last year), 17<i>l.</i> 1<i>s.</i> 3<i>d.</i></p> <p>Balance in the hands of the Trustees, 15<i>s.</i> 9<i>d.</i></p>
Liverpool - - -	<p>£. 1,600 Bonds of the Dock Company of the Town of Liverpool, received from the Committee of the Nelson Fund.</p> <p>Cash received for Interest on Bonds (including last year's balance of 22<i>l.</i> 2<i>s.</i> 11<i>d.</i>), 93<i>l.</i> 10<i>s.</i> 11<i>d.</i></p> <p>Cash paid to 19 Masters and 5 Widows, 72<i>l.</i></p> <p>Balance in the Bank, 21<i>l.</i> 10<i>s.</i> 11<i>d.</i></p>

## ACCOUNT of the SUMS Received, from the 1st January to the 31st December 1875, for the WAGES and EFFECTS of DECEASED SEAMEN, and of the PAYMENTS made for the same Period.

				Cash.		Exchequer Bills.	
				£.	s. d.	£.	s. d.
Balance in hand on 31st December 1874, as shown in the preceding Account -				8,117	4 1	55,000	- -
Deduct 4,400 l. Exchequer Bills, sold during 1875 - - - -				-	- -	4,400	- -
Amount received in 1875 from the Masters of Vessels, and from the Collectors of Customs in the Colonies, and from Her Majesty's Consuls abroad, for Wages and Effects of 4,136 Deceased Seamen - - - - -				25,653	- 7		
Proceeds of Sale of Exchequer Bills - - - - -				4,397	11 4		
Interest received on Exchequer Bills - - - - -				1,570	16 -		
				39,788	12 -		
Amount paid in 1875 to the Relatives and Representatives of 2,292 Deceased Seamen - - - - -				17,343	7 6		
Amount unclaimed, received prior to 1st January 1869, paid into Her Majesty's Exchequer - - - - -				8,410	8 3		
Amount of Interest on unclaimed Wages and Effects paid into the Exchequer - - - - -				1,723	4 8		
Payment to Exchequer and Audit Department for Audit of Accounts, 1874-75 - - - - -				200	- -		
				27,677	- 5		
BALANCE unclaimed on 31st December 1875 - - £.				12,061	11 7	50,600	- -
Particulars of Balance, viz.:							
For Cash in the hands of Her Majesty's Paymaster General - - - -				10,440	18 5		
Less outstanding Payable Orders - - - - -				6	2 2		
				10,434	16 3		
For Exchequer Bills - - - - -				-	- -	50,600	- -
For Advances, viz.:							
Due by Vote for Relief of Distressed Seamen - - - -				2,030	3 1		
„ to the Mercantile Marine Fund - - - - -				403	7 9		
				1,626	15 4		
				£.	12,061 11 7	50,600	- -

Board of Trade,  
August 1877.R. G. C. Hamilton,  
Assistant Secretary.

MERCHANT SEAMEN'S FUND.

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ACCOUNT of the Receipt and EXPENDITURE  
under the SEAMEN'S FUND WINDING-UP ACT,  
from 1 January to 31 December 1875; with an  
ACCOUNT of the Sums Received and Paid for  
the Wages and Effects of Deceased Seamen in  
the Year 1875.

(Pursuant to Acts 14 & 15 Vict. c. 102, s. 59, and  
17 & 18 Vict. c. 104, s. 202.)

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*Ordered, by The House of Commons, to be Printed,*  
*11 August 1877.*

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456.

*Under 1 oz.*



113

MERCHANT SHIPPING ACT, 1876.

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RETURN to an Order of the Honourable The House of Commons,  
dated 4 June 1877 ;—for,

RETURN “ of COPY of CORRESPONDENCE and PAPERS showing the Steps  
taken to carry into effect the Provisions of the ‘MERCHANT SHIPPING  
Act, 1876.’ ”

Board of Trade, }  
4 June 1877. }

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T. H. FARRER.

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(*Mr. Edward Stanhope.*)

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*Ordered, by The House of Commons, to be Printed,*  
*4 June 1877.*

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## PART I.

## CORRESPONDENCE AND RULES CONCERNING COURTS OF SURVEY.

No.	Register Number.	Date.		
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2	M. 13,552 "	5 Oct. "	The Wreck Commissioner to Board of Trade	With Rules for Courts of Survey. -
3	M. 13,621 "	6 " "	Board of Trade to Wreck Commissioner.	With Copies of Instructions issued to Board of Trade Officers.
4	M. 13,821 "	10 " "	Board of Trade to Wreck Commissioner.	With List of Assessors nominated by Local Marine Boards.
5	M. 13,898 "	12 " "	Board of Trade to Board of Customs	With Copy of General Rules for Courts of Survey.
6	M. 13,898 "	12 " "	Board of Trade to Local Marine Boards.	With Copy of General Rules for Courts of Survey.
7	- - -	- - -	Notices issued by Board of Trade -	As to Registrars of Courts of Survey -

## PART II.

## CORRESPONDENCE AND RULES CONCERNING INVESTIGATIONS INTO SHIPPING CASUALTIES.

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2	M. 13,554 "	5 " "	The Wreck Commissioner to Board of Trade.	With General Rules made by the Lord Chancellor.
3	M. 13,899 "	12 " "	Board of Trade to Board of Customs	With Copy of General Rules for Formal Investigations into Shipping Casualties.
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## PART III.

## CORRESPONDENCE, &amp;c.. BETWEEN BOARD OF TRADE, INDIA OFFICE, COLONIAL OFFICE, AND FOREIGN OFFICE, CONCERNING THE COMING INTO OPERATION OF THE MERCHANT SHIPPING ACT, 1876.

1	M. 11,740/76	24 Aug. 1876	Board of Trade to India and Colonial Offices.	Calling Attention to Sections of the Act affecting India and the Colonies.
2	M. 12,436 "	9 Sept. "	India Office to Board of Trade -	Act will be sent to India with Instructions.
3	M. 11,741 "	24 Aug. "	Board of Trade to Foreign Office -	Calling Attention to Sections of the Act affecting Foreign Maritime Countries.
4	M. 12,578 "	12 Sept. "	Foreign Office to Board of Trade -	With Copy of Circular sent to Her Majesty's Representatives in Maritime Countries.
5	No. 81 - -	Oct. "	Instructions to Consuls - - -	Grain Cargoes - - - -
6	M. 12,593/76	10 Sept. "	Board of Trade to Foreign Office -	With Notice relative to Measurement of Deck Cargo Spaces.
7	M. 14,435 "	21 Oct. "	Foreign Office to Board of Trade -	With Circular Despatches to Her Majesty's Representatives in Maritime States relative to Deck Cargo Spaces.
8	M. 14,435 "	3 Nov. "	Board of Trade to Foreign Office -	Concurring in terms of Despatches -

PART III.—Correspondence between Board of Trade, India Office, Colonial Office, &c.—*continued.*

Register Number.	Date.			Page.
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M. 17,158/76	1 " "	Board of Trade to Colonial Office -	Calling attention to Arrangements for Measurement of Deck Cargo Space, and as to adoption in the Colonies.	30
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## RESPONSES BETWEEN BOARD OF TRADE AND BOARD OF CUSTOMS CONCERNING MEASUREMENT OF DECK CARGOES, AND DETENTION OF UNSAFE SHIPS IN THE UNITED KINGDOM.

M. 11,916/76	2 Sept. 1876	Board of Trade to Board of Customs	Calling attention to provisions as to Deck Cargoes in Sections 23 and 24.	31
M. 12,549 "	12 " "	Board of Customs to Board of Trade	Suggesting Arrangements for giving effect to Provisions of the Act as to Deck Cargoes.	32
M. 12,549 "	27 " "	Board of Trade to Board of Customs	Suggesting that Customs' Officers should undertake the Measurement of Deck Cargo Space in Ships.	32
M. 12,670 "	22 " "	- - ditto - - - ditto - -	Calling attention to Provisions of Act with regard to Deck-loads of Timber in Winter.	33
M. 13,280 "	29 " "	- - ditto - - - ditto - -	With Copies of Instructions for Measuring Space occupied by Deck Cargo in Foreign-going Ships.	34
M. 13,355 "	30 " "	Board of Customs to Board of Trade	That Instructions have been sent to Customs' officers.	34
M. 13,778 "	9 Oct. "	- - ditto - - - ditto - -	For Instructions as to Charging Light Dues for Deck Cargoes.	37
M. 13,778 "	28 " "	Board of Trade to Board of Customs	Suggesting Plans for Measurement of Deck Cargoes so as to ensure Payment of Light Dues.	38
M. 14,971 "	3 Nov. "	Board of Customs to Board of Trade	Arrangements will be made for Customs' Officers measuring Deck Cargoes of Ships arriving in London.	38
M. 13,691 "	21 Oct. "	Board of Trade to Board of Customs	Whether the Duty of Measuring Deck Cargoes cannot be undertaken by Customs' officers.	39
M. 14,535 "	24 Oct. "	Board of Customs to Board of Trade	In all ports where the Board of Trade Staff is insufficient, Customs' officers will measure Deck Cargo Space of all ships.	39
M. 17,158 "	29 Dec. "	Board of Trade to Board of Customs	Suggesting that the measurement of Deck Cargo Spaces of all ships should be performed by Customs' officers.	40



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No.	Register Number.	Date.		
13	M. 17,584/76	30 Dec. 1876	Board of Customs to Board of Trade	Steps will be taken for the purpose adopting the foregoing proposal.
14	M. 17,584 „	1 Jan. 1877	Board of Trade to Board of Customs	Asking that time be given for necessary arrangements.
15	M. 389/77	8 „ „	Board of Customs to Board of Trade	Proposing arrangements for carrying on the Measurement of Deck Cargo Spaces by Customs' officers.
16	M. 389 „	11 „ „	Board of Trade to Board of Customs	Concur in proposed arrangements for Measuring Deck Cargo Spaces by Customs' officers.
17	M. 913 „	17 „ „	Board of Customs to Board of Trade	Will bring arrangements into effect from 1st February.
18	M. 13,035/76	22 Sept. 1876	Board of Trade to Board of Customs	Copy of Board of Trade Instructions as to detention of Unsafe Ships.
19	M. 13,035 „	23 „ „	- - ditto - - - ditto - - -	Further as to issue of Instructions to Customs' officers.

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„ 77	-	— „ „	II. Measurement of Deck Cargo Space: Instructions to Surveyors for measurement of Space occupied by Deck Cargo board foreign going ships - - - - - (Forms "Surveys, 104, 104 a, 104 b, 105.")
„ 86	-	— Feb. 1877	Instructions to superintendents with regard to Deck Cargo Spaces in foreign going ships.
„ 79	-	— Oct. 1876	III. Fees: Instructions to superintendents and surveyors as to Fees for measuring Deck Cargo Spaces. (Form "Surveys 6.")
„ 83	-	— Dec. „	IV. Assessors: Instructions to principal officers as to appointment of assessors - - -
„ 78	-	— Sept. „	V. Detention of Unsafe Ships: Instructions to principal or other officers having powers of detention under the Act (Forms "Surveys, 82, 82 a, 83, 84, 84 a, 84 b, 85, 85 a, 86, 87, 87 a, 88, 89, 106.)

COPY of CORRESPONDENCE and PAPERS showing the Steps taken to carry into effect the Provisions of the "MERCHANT SHIPPING ACT, 1876."

— I. —

MERCHANT SHIPPING ACT, 1876.

CORRESPONDENCE AND RULES CONCERNING COURTS OF SURVEY  
IN THE UNITED KINGDOM.

— No. 1. —

(M. 13,273.)

Home Office to Board of Trade.

Sir,

Whitehall, 29 September 1876.

I AM directed by Mr. Secretary Cross to acquaint you, for the information of the Board of Trade, that, in pursuance of Section 7 of the Merchant Shipping Act of last Session, he has approved of the several lists of names specified in the second column of the accompanying printed document, as the lists from which judges are to be summoned for the several courts of survey set forth opposite to the same lists respectively in the first column of the same document.

I am, &c.

(signed) *Godfrey Lushington.*

The Assistant Secretary,  
Marine Department, Board of Trade.

Enclosure in No. 1.

LIST No. 1.

COURTS OF SURVEY IN ENGLAND.

Column No. 1. Court of Survey for	Column No. 2. Judges of the Courts of Survey at the Places opposite to which their Names occur.	Column No. 1. Court of Survey for	Column No. 2. Judges of the Courts of Survey at the Places opposite to which their Names occur.
Berwick - - - Belford - - - Alnwick - - - Morpeth - - -	The Judges of the County Courts in Circuits 1 and 2. The Recorder of Berwick.	Goole - - -	The Judges of the County Courts in Circuits 16 and 18.
North Shields - - - Newcastle - - - Gateshead - - - South Shields - - - Sunderland - - - Leaham Harbour - - -	The Judges of the County Courts in Circuits 1 and 2. The Stipendiary Magistrate at South Shields. The Recorders of Durham and New- castle.	Barton-on-Humber - - - Great Grimsby - - - Louth - - - Spilsby - - - Boston - - - Spalding - - - Holbeach - - - Wisbeach - - -	The Judge of the County Courts in Circuit 17. The Judge of the County Courts in Circuits 17, 32, and 35.
Hartlepool - - - Stockton - - -	The Judges of the County Courts in Circuits 2 and 15. The Stipendiary Magistrate at Mid- dlesborough. The Recorder of Hartlepool.	King's Lynn - - - Little Walsingham - - - Holt - - - North Walsham - - -	The Judge of the County Courts in Circuit 32. The Recorder of King's Lynn.
Stokesley - - - Whitby - - - Scarborough - - - Bridlington - - - Beverley - - - Hedon - - - Hull - - -	The Judge of the County Court in Circuit 16. The Stipendiary Magistrate at Hull. The Recorders of Hull and Scar- borough.	Yarmouth - - - Lowestoft - - - Halesworth - - - Framlingham - - - Woodbridge - - -	The Judge of the County Courts in Circuits 32 and 33. The Recorders of Orford, Norwich, and Yarmouth. The Judge of the County Courts in Circuit 33. The Recorders of Aldborough and Orford.

## CORRESPONDENCE RELATING TO THE

Column No. 1.	Column No. 2.	Column No. 1.	Column No. 2.
Court of Survey for	Judges of the Courts of Survey at the Places opposite to which their Names occur.	Court of Survey for	Judges of the Courts of Survey at the Places opposite to which their Names occur.
Ipswich - - -	The Judge of the County Courts in Circuits 33 and 38.	Saint Austell - -	The Judge of the County Courts in Circuit 59. The Recorders of Falmouth, Helston, and Penzance.
Harwich - - -		Truro - - -	
Colchester - -	The Judge of the County Courts in Circuit 38. The Recorders of Colchester and Maldon.	Falmouth - - -	
Maldon - - -		Helston - - -	
Rochford - - -		Penzance - - -	
		Redruth - - -	
	The Magistrates of the Metropolitan Police Courts.	Bodmin - - -	
London - - -		Camelford - - -	The Judge of the County Courts in Circuit 57. The Recorders of Barnstaple and Bideford.
	The Judge of the County Courts in Circuit 48.	Holsworthy - - -	
Rochester - -		Bideford - - -	The Judges of the County Courts in Circuits 54 and 57. The Recorders of Bristol and Wells.
Sheerness - -	The Stipendiary Magistrate at Sheerness.	Barnstaple - -	
Sittingbourne -		Williton - - -	The Judges of the County Courts in Circuits 53 and 54.
Faversham - -	The Recorders of Faversham and Rochester.	Bridgewater - -	
Canterbury - -	The Judges of the County Courts in Circuits 48 and 49.	Weston-super-Mare -	The Judges of the County Courts in Circuits 24 and 54. The Recorder of Gloucester.
Margate - - -		Wells - - -	
Ramsgate - - -	The Judge of the Admiralty Court of the Cinque Ports.	Bristol - - -	The Judges of the County Courts in Circuits 24, 30, and 31. The Stipendiary Magistrates at Cardiff and Swansea.
Sandwich - - -		Thornbury - - -	
Deal - - -	The Recorders of Canterbury, Deal, Dover, Folkestone, Hythe, Margate, Sandwich, and Tenterden.	Dursley - - -	The Judge of the County Courts in Circuit 31. The Recorder of Carmarthen.
Dover - - -		Gloucester - - -	
Folkestone - -	The Judge of the County Courts in Circuit 50.	Newnham - - -	The Judge of the County Courts in Circuit 28.
Hythe - - -		Chepstow - - -	
Romney - - -	The Judge of the Admiralty Court of the Cinque Ports.	Newport (Monmouth) -	The Judge of the County Courts in Circuit 29. The Recorder of Chester.
		Cardiff - - -	
	The Recorder of Rye.	Bridgend - - -	The Judges of the County Courts in Circuits 6 and 7. The Stipendiary Magistrate at Liverpool.
Rye - - -		Neath - - -	
Hastings - - -	The Judges of the County Courts in Circuits 50 and 51.	Swansea - - -	The Judge of the County Courts in Circuit 4. The Recorder of Preston.
		Llanelly - - -	
	The Stipendiary Magistrate at Brighton.	Carmarthen - - -	The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
Lewes - - -		Narberth - - -	
Brighton - - -	The Recorders of Brighton and Seaford.	Pembroke - - -	The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
Worthing - - -		Haverfordwest - -	
	The Judge of the County Courts in Circuits 50 and 51.	Cardigan - - -	The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
Arundel - - -		Aberayron - - -	
Chichester - -	The Recorders of Chichester, Portsmouth, and Winchester.	Aberystwith - - -	The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
Portsmouth - -		Machynlleth - - -	
Southampton -	The Judges of the County Courts in Circuits 51 and 55.	Dolgelly - - -	The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
Newport, Isle of Wight		Portmadoc - - -	
Christchurch - -	The Recorders of Poole, Southampton, Wareham, and Winchester.	Pwllheli - - -	The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
Poole - - -		Carnarvon - - -	
Wareham - - -	The Judge of the County Courts in Circuit 55.	Llangefni - - -	The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
Weymouth - - -		Bangor - - -	
Bridport - - -	The Judge of the County Courts in Circuits 57 and 58.	Conway - - -	The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
Axminster - - -		St. Asaph - - -	
Honiton - - -	The Recorder of Exeter.	Holywell - - -	The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
Exeter - - -		Chester - - -	
Newton Abbott -	The Judge of the County Courts in Circuit 58.		The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
Totnes - - -		Runcorn - - -	
Kingsbridge - -	The Recorder of Dartmouth.	Birkenhead - - -	The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
		Liverpool - - -	
East Stonehouse -	The Judges of the County Courts in Circuits 58 and 59.		The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
Liskeard - - -		Ormskirk - - -	
	The Recorders of Devonport, Plymouth, and Tiverton.	Preston - - -	The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
		Kirkham - - -	
	The Recorders of Devonport, Plymouth, and Tiverton.	Poulton-le-Fylde -	The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
		Lancaster - - -	
	The Recorders of Devonport, Plymouth, and Tiverton.	Ulverston - - -	The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
		Whitehaven - - -	
	The Recorders of Devonport, Plymouth, and Tiverton.	Cockermouth - - -	The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
		Wigton - - -	
	The Recorders of Devonport, Plymouth, and Tiverton.	Carlisle - - -	



## LIST No. 2.

## COURTS OF SURVEY IN SCOTLAND.

Column No. 1.	Column No. 2.	Column No. 1.	Column No. 2.
Court of Survey for	Judges of the Courts of Survey at the Places opposite to which their Names occur.	Court of Survey for	Judges of the Courts of Survey at the Places opposite to which their Names occur.
- - -	Sheriff and Sheriff Substitutes of Midlothian, Haddington, and Linlithgow.	Banff - - -	Sheriff and Sheriff Substitutes of Aberdeenshire, Banffshire, and Elgin.
ton - - -	Sheriff and Sheriff Substitutes of Midlothian, Haddington, and Linlithgow.	Inverness - - -	Sheriff and Sheriff Substitutes of Nairn, Inverness-shire, and Ross.
owstoness - - -	Sheriff and Sheriff Substitutes of Linlithgow and Stirling.	Wick - - -	Sheriff and Sheriff Substitutes of Caithness and Sutherland.
ngemouth - - -	Sheriff and Sheriff Substitutes of Linlithgow and Stirling.	Campbeltown - - -	Sheriff and Sheriff Substitutes of Argyleshire.
- - -	Sheriff and Sheriff Substitutes of Stirling, Clackmannan, and Perthshire.	Glasgow - - -	Sheriff and Sheriff Substitutes of Lanarkshire, Renfrewshire, and Dumbarton.
caldy - - -	Sheriff and Sheriff Substitutes of Fifeshire and Perthshire.	Greenock - - -	Sheriff and Sheriff Substitutes of Lanarkshire, Renfrewshire, and Ayrshire.
dee - - -	Sheriff and Sheriff Substitutes of Perthshire, Forfarshire, and Kincardine.	Ardrossan - - -	Sheriff and Sheriff Substitutes of Renfrew and Ayrshire.
oath - - -	Sheriff and Sheriff Substitutes of Perthshire, Forfarshire, and Kincardine.	Ayr - - -	Sheriff and Sheriff Substitutes of Ayrshire, Renfrewshire, and Wigtonshire.
trose - - -	Sheriff and Sheriff Substitutes of Perthshire, Forfarshire, and Kincardine.	Stranraer - - -	Sheriff and Sheriff Substitutes of Ayrshire, Wigton and Kirkcudbright.
deen - - -	Sheriff and Sheriff Substitutes of Aberdeenshire and Kincardine.	Wigtown - - -	Sheriff and Sheriff Substitutes of Ayrshire, Wigton, and Kirkcudbright.
thead - - -	Sheriff and Sheriff Substitutes of Kincardine, Banffshire, and Aberdeenshire.	Dumfries - - -	Sheriff and Sheriff Substitutes of Dumfries and Kirkcudbright.

## LIST No. 3.

## COURTS OF SURVEY IN IRELAND.

Column No. 1.	Column No. 2.	Column No. 1.	Column No. 2.
Court of Survey for	Judges of the Courts of Survey at the Places opposite to which their Names occur.	Court of Survey for	Judges of the Courts of Survey at the Places opposite to which their Names occur.
lin - - -	The Recorder of Dublin. Justices of the police district of Dublin Metropolis.	Ballina - - -	Chairman of Quarter Sessions of county Mayo, Resident Magistrate.
cheda - - -	Resident Magistrates and Chairmen of the counties of Louth and Meath.	Westport - - -	Chairman of county Mayo.
dalk - - -	Resident Magistrates and Chairman of county of Louth.	Galway - - -	The Recorder of Galway, Resident Magistrates, and Chairman of county Galway.
ry - - -	Resident Magistrates and Chairmen of counties of Armagh and Down.	Limerick - - -	Resident Magistrates, Chairman of counties Clare and Limerick.
ast - - -	The Recorder of Belfast. Resident Magistrates and Chairman of Quarter Sessions for county of Antrim.	Tralee - - -	Chairman of county Kerry.
eraine - - -	Resident Magistrates and Chairman of county of Londonderry.	Skibbereen - - -	Chairman of county Cork.
donderry - - -	The Recorder of Londonderry. Resident Magistrates and Chairman of Quarter Sessions for county of Londonderry.	Cork - - -	The Recorder of Cork, Resident Magistrates, and Chairman of Quarter Sessions.
o - - -	Resident Magistrates and Chairman of county of Sligo.	Youghal - - -	Chairman of county Cork.
		Waterford - - -	Resident Magistrates, Chairman of county Waterford.
		New Ross - - -	Chairman of counties Wexford and Kilkenny.
		Wexford - - -	Resident Magistrate, Chairman of county Wexford.

— No. 2. —

(M. 13,552.)

The Wreck Commissioner (Mr. *Rothery*) to the Board of Trade.

Sir,

Somerset House, 5 October 1876.

I BEG to send you herewith copies of the General Rules for Courts of Survey in the United Kingdom, which have been made by the Lord Chancellor under the 9th Section of the Merchant Shipping Act, 1876. They have been approved, so far as the approval of one of Her Majesty's Principal Secretaries of State is required, by Mr. Cross; and, so far as relates to fees, by the Lords of the Treasury. They will appear in the "London Gazette" of to-morrow.

As the duty of carrying the provisions of the Act into effect, as regards the Courts of Survey, will rest mainly with the Board of Trade, who will have to say whether the hearing of any case shall take place before the Wreck Commissioner, or before one of the local judges, I presume, that the Board of Trade will itself take the necessary steps to make the rules known to the officials, who may be called upon to act under them. Copies thereof should also be sent in accordance with Rule 5, to the Registrar of every Court of Survey, and to every Custom-house and Mercantile Marine Office in the United Kingdom. Any number of copies may be obtained for the purpose from the Queen's printers.

I am, &amp;c.

To the Assistant Secretary,  
Marine Department, Board of Trade.

(signed) *H. C. Rothery.*

Enclosure in No. 2.

## THE MERCHANT SHIPPING ACT, 1876.

## GENERAL RULES for COURTS of SURVEY in the UNITED KINGDOM, 1876.

WHEREAS by the Merchant Shipping Act, 1876, it is provided that the owner or master of a ship, that has been provisionally detained, may appeal to the Court of Survey for the port or district, where the ship is detained:

And whereas it is further provided that every Court of Survey shall consist of a judge sitting with two assessors; and that the judge of the court shall be summoned from a list of persons from time to time approved for the port or district by one of Her Majesty's Principal Secretaries of State:

And whereas it is provided that the Lord Chancellor of Great Britain may from time to time (with the consent of the Treasury so far as relates to fees) make General Rules to carry into effect the provisions of the said Act with respect to Courts of Survey:

Now, therefore, I, the Right Honourable Hugh MacCalmont Baron Cairns, Lord High Chancellor of Great Britain, with the consent so far as may be necessary of one of Her Majesty's Principal Secretaries of State, and of the Treasury so far as relates to fees, do order as follows:

*Short Title.*

1. These Rules may be cited as "The Rules of the Court of Survey, 1876."

*Commencement.*

2. These Rules should come into operation on the 1st day of October 1876.

*Interpretation.*

3. In the construction of these Rules, words importing the singular number shall include the plural, and words importing the plural number shall include the singular number.

*Courts of Survey, their Districts and Officers.*

4. The Courts of Survey, with the districts assigned to each, and the persons authorised to act as judges and Registrars thereof, and which have been approved by one of Her Majesty's Principal Secretaries of State, as set forth in Appendix A, shall be the Courts of Survey, and the districts, judges, and Registrars of such courts, for the purposes of the Merchant Shipping Acts, 1854 to 1876.

*Publication*

*Publication of Rules.*

5. These Rules shall be published by Her Majesty's Stationery Office through its agents, and a copy shall be kept at the office of the Registrar of every Court of Survey, and at every Custom-house and Mercantile Marine Office in the United Kingdom, and may be perused thereat by the master or owner of any ship which may be provisionally detained under the Merchant Shipping Act, 1876, and by anyone deputed by him.

*Publication of the Name of Registrar and of his Office.*

6. A notice shall be put up in some conspicuous place in every Custom-house and Mercantile Marine Office in the United Kingdom, containing the name of the Registrar of the Court of Survey for that district, and the name of the street or place in which such Registrar's office is situated.

*Notice of Appeal*

7. Where the owner or master of a ship, hereinafter called the Appellant, desires to appeal to a Court of Survey, he shall file at the office of the Registrar of the Court of Survey for the London district, or for the district in which the ship is, hereinafter called the Court, a notice in the Form No. 1 in Appendix (B).

*Summoning of Court.*

8. Immediately upon the filing of the notice of appeal, the Registrar shall communicate the fact, by telegraph and letter, to the Board of Trade, who shall thereupon inform him whether they intend to have the appeal heard by a Wreck Commissioner, and, if so, on what day.

9. If the Board of Trade inform him that they do not intend to have the appeal heard by a Wreck Commissioner, the Registrar shall forthwith ascertain which of the other judges of the court will hear the appeal, and on what day.

10. On ascertaining when the hearing will take place, the Registrar shall, if there is a list of assessors for the court, select therefrom the person who is, in his opinion, the best qualified to act as assessor on the appeal; or if there is no such list, he will take the instructions of the judge as to the assessor to be appointed.

11. The Board of Trade shall appoint the other assessor, and shall forthwith send the name and address of such assessor to the Registrar.

12. If the ship is a foreign ship, the Registrar shall give notice to the Consular Officer for the State to which the ship belongs, residing at or nearest to the place where the ship is detained, that, at the request of the appellant, some competent person will be selected by the Consular Officer to act as assessor.

13. As soon as the Registrar has ascertained by whom the appeal will be heard, he summon the court in the Form No. 2 in Appendix (B). He shall at the same time send notice thereof to the Board of Trade and to the appellant, in the Form 3 in Appendix (B).

14. If the survey has been made on the complaint of any person, hereinafter called the Complainant, the Board of Trade shall send to him notice of the time and place appointed for the hearing.

15. Previous to the hearing, the Board of Trade shall forward to the Registrar, to be produced as evidence at the hearing, an official copy of the report of the surveyor.

16. The court shall, if practicable, be summoned to hear the appeal on a day not later than 14 days from the filing of the notice of appeal.

*Parties.*

17. The Board of Trade and the appellant shall be parties to the proceedings.

18. Any other person, on entering an appearance, may, by permission of the judge, be made a party to the proceedings.

*Notice to Produce.*

19. Either party may give to the other a notice in writing to produce such documents (saving all just exceptions) as relate to any matters in difference, and which are in the possession or control of such other party; and if such notice be not complied with, secondary evidence of the contents of the said documents may be given by or on behalf of the party who gave such notice.



*Notice to Admit.*

20. Either party may give to the other party a notice in writing to admit any documents (saving all just exceptions); and in case of neglect or refusal to admit after such notice, the party so neglecting or refusing shall be liable for all the costs of proving such documents, whatever the result may be, unless the court is of opinion that the refusal to admit was reasonable; and no costs of proving any document shall be allowed unless such notice be given, except where the omission to give the notice is, in the opinion of the officer by whom the costs are taxed, a saving of expense.

*Witnesses.*

21. The Wreck Commissioner shall have power to issue subpoenas as nearly as may be in the form used in the High Court of Justice, and such subpoenas shall have effect, and may be served in any part of the United Kingdom.

*Affidavits.*

22. Affidavits may, by permission of the judge, be used at the hearing, when sworn to in any of the following ways, viz.:

In the United Kingdom, before any Judge or Registrar of a Court of Survey, or before a person authorised to administer oaths in the Supreme Court of Judicature, or before a Commissioner empowered to take or receive affidavits, or before a Justice of the Peace for the county or place where it is sworn or made.

In any place in the British dominions out of the United Kingdom, before any court, judge, or justice of the peace, or any person authorised to administer oaths there in any court.

In any place out of the British dominions, before a British Minister, Consul, Vice Consul, or Notary Public, or before a judge or magistrate, his signature being authenticated by the official seal of the court to which such judge or magistrate is attached.

*Proceedings of Court.*

23. At the hearing, the Board of Trade shall first call their witnesses, and having done so shall state in writing, what order they require the court to make.

24. The complainant, if he has appeared, shall then call his witnesses, and having done so shall state in writing, what order he requires the court to make.

25. The appellant shall then call his witnesses, and having done so shall state in writing, what order he requires the court to make.

26. After the appellant has examined all his witnesses, the Board of Trade and the complainant may, on cause shown to the satisfaction of the judge, call further witnesses in reply.

27. After all the witnesses have been examined, the court shall first hear the appellant, then the complainant (if any), and afterwards the Board of Trade.

28. The judge may adjourn the court from time to time and from place to place, as may be most convenient.

29. The judge may deliver the decision of the court either *vivâ voce* or in writing; and, if in writing, it may be sent or delivered to the respective parties, and it shall not be necessary to hold a court merely for the purpose of giving the decision.

30. As soon as possible after the court has come to its decision, the judge shall issue an order for the release or detention (either finally or on condition) of the vessel in the Form No. 4 in Appendix (B).

31. The judge shall report to the Board of Trade in the Form No. 5 in Appendix (B).

*Costs and Damages.*

32. The court may, if the parties consent thereto in writing, decide, whether costs or costs and damages are due, and to and from whom, and may assess the amount thereof; or the parties may, by consent in writing, refer the question to the Wreck Commissioner.

33. The order for the payment of costs, or of costs and damages, shall be in the Form No. 6 in Appendix (B).

*Computation of Time.*

34. In computing the number of days within which any act is to be done, the same shall be reckoned exclusive of the first day and inclusive of the last day, unless the last day shall happen to fall on a Sunday, Christmas-day, or Good Friday, or on a day appointed for a public fast or thanksgiving, in which case the time shall be reckoned exclusive of that day also.

35. The days between Thursday next before and the Wednesday next after Easter-day and Christmas-day, and the three following days, shall not be reckoned or included in the computation.

*Service of Notices, &c.*

36. Any notice, summons, or other document issuing out of the court may be served by post.

37. The service of any notice, summons, or other document may be proved by the oath or affidavit of the person by whom it was served.

*Table of Fees.*

38. The fees, a table whereof is in Appendix (C), shall be demanded and taken in any proceedings before a Court of Survey.

Dated this 29th day of September 1876.

(signed) Cairns, C.

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APPENDIX (A.)

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LISTS of the COURTS of SURVEY, with the districts assigned to each, and the persons authorised to act as Judges and Registrars thereof, approved by one of Her Majesty's Principal Secretaries of State.

In the following Lists, Column No. 1 contains the names of all the Courts of Survey in the United Kingdom.

*Districts.*

The district of the Court of Survey for London shall include the City of London, and the districts of all the Metropolitan County Courts, the districts of the County Court of Kent, holden at Gravesend, Dartford, Greenwich, and Woolwich, the districts of the County Court of Essex, holden at Brentwood and Romford, and the district of the County Court of Surrey, holden at Wandsworth.

The district of any other Court of Survey in England shall be the district of the county court of the place at which the Court of Survey is held.

The district of a Court of Survey in Scotland and in Ireland shall be the district of the Port of Customs of the place at which the court is held.

The courts shall be held at the places whose names they bear, or at any place within their respective districts, and may, by the permission of the judge, be adjourned to any place out of such districts.

*Judges.*

The Wreck Commissioner shall be a judge of every Court of Survey in the United Kingdom.

The persons, whose official titles are set out in column No. 2, shall be the other judges of the Courts of Survey at the places opposite to which their names occur.

*Registrars.*

The Registrar of the Courts of Survey for London shall be Mr. William Edward Stanley Thomson, and his office shall be at Somerset House, Strand, in the county of Middlesex.

The Registrar of any other Court of Survey in England shall be the Registrar of the County Court of the place at which the Court of Survey is held, and his office shall be the office of the Registrar of the said County Court.

The Registrar of a Court of Survey in Scotland shall be the Sheriff Clerk of the county in which the court is held, and his office shall be the office of the said Sheriff Clerk.

The Registrar of a Court of Survey in Ireland shall be the Clerk of the Peace, or Registrar or other person discharging the duties of Registrar of the Court of the Chairman of the county in which the court is held, and his office shall be the office of the Clerk of the Peace, Registrar, or other person aforesaid.

## LIST No. 1.

## COURTS OF SURVEY IN ENGLAND.

Column No. 1.	Column No. 2.	Column No. 1.	Column No. 2.
Court of Survey for	Judges of the Courts of Survey at the Places opposite to which their Names occur.	Court of Survey for	Judges of the Courts of Survey at the Places opposite to which their Names occur.
Berwick - - -	The Judges of the County Courts in Circuits 1 and 2. The Recorder of Berwick.	Canterbury - - -	The Judges of the County Courts in Circuits 48 and 49. The Judge of the Admiralty Court of the Cinque Ports. The Recorders of Canterbury, Dover, Folkestone, Hythe, Margate, Sandwich, and Tenterden.
Belford - - -		Margate - - -	
Alnwick - - -		Ramsgate - - -	
Morpeth - - -		Sandwich - - -	
North Shields - - -	The Judges of the County Courts in Circuits 1 and 2. The Stipendiary Magistrate at South Shields. The Recorders of Durham and Newcastle.	Deal - - -	
Newcastle - - -		Dover - - -	
Gateshead - - -		Folkestone - - -	
South Shields - - -		Hythe - - -	
Sunderland - - -	The Judges of the County Courts in Circuits 2 and 15. The Stipendiary Magistrate at Middlesborough. The Recorder of Hartlepool.	Romey - - -	The Judge of the County Court Circuit 50. The Judge of the Admiralty Court of the Cinque Ports. The Recorder of Rye.
Seaham Harbour - - -		Rye - - -	
Hartlepool - - -		Hastings - - -	
Stockton - - -		Lewes - - -	
Stokesley - - -	The Judge of the County Court in Circuit 16. The Stipendiary Magistrate at Hull. The Recorders of Hull and Scarborough.	Brighton - - -	The Judges of the County Court Circuits 50 and 51. The Stipendiary Magistrate at Brighton. The Recorders of Brighton and Seaford.
Whitby - - -		Werthing - - -	
Scarborough - - -		Arundel - - -	
Bridlington - - -		Chichester - - -	
Beverley - - -	The Judges of the County Courts in Circuits 16 and 18.	Portsmouth - - -	The Judge of the County Court Circuits 50 and 51. The Recorders of Chichester, Portsmouth, and Winchester.
Hedon - - -		Southampton - - -	
Hull - - -		Newport, Isle of Wight - - -	
Goole - - -		Christchurch - - -	
Barton-on-Humber - - -	The Judge of the County Courts in Circuit 17.	Poole - - -	The Recorders of Poole, Southampton, Wareham, and Winchester.
Great Grimsby - - -		Wareham - - -	
Louth - - -		Weymouth - - -	The Judge of the County Court Circuit 55.
Spilsby - - -		Bridport - - -	
Boston - - -	The Judge of the County Courts in Circuits 17, 32, and 35.	Axminster - - -	The Judge of the County Court Circuits 57 and 58. The Recorder of Exeter.
Spalding - - -		Honiton - - -	
Holbeach - - -		Exeter - - -	
Wisbeach - - -		Newton Abbott - - -	
King's Lynn - - -	The Judge of the County Courts in Circuit 32. The Recorder of King's Lynn.	Totnes - - -	The Judge of the County Court Circuit 58. The Recorder of Dartmouth.
Little Walsingham - - -		Kingsbridge - - -	
Holt - - -		East Stonehouse - - -	The Judges of the County Court Circuits 58 and 59. The Recorders of Devonport, Plymouth, and Tiverton.
North Walsham - - -		Liskeard - - -	
Yarmouth - - -	The Judge of the County Courts in Circuit 33. The Recorders of Aldborough and Orford.	Saint Austell - - -	The Judge of the County Court Circuit 59. The Recorders of Falmouth, Helston, and Penzance.
Lowestoft - - -		Truro - - -	
Halesworth - - -		Falmouth - - -	
Framlingham - - -		Helston - - -	
Woodbridge - - -	The Judge of the County Courts in Circuits 33 and 38. The Recorder of Ipswich.	Penzance - - -	
Ipswich - - -		Redruth - - -	
Harwich - - -		Bodmin - - -	
Colchester - - -	The Judge of the County Courts in Circuit 38. The Recorders of Colchester and Maldon.	Camelford - - -	The Judge of the County Court Circuit 57. The Recorders of Barnstaple and Bideford.
Maldon - - -		Holsworthy - - -	
Rochford - - -		Bideford - - -	
London - - -		Barnstaple - - -	
Rochester - - -	The Magistrates of the Metropolitan Police Courts. The Judge of the County Courts in Circuit 48. The Stipendiary Magistrate at Sheerness. The Recorders of Faversham and Rochester.	Williton - - -	The Judges of the County Court Circuits 54 and 57. The Recorders of Bristol and Wells.
Sheerness - - -		Bridgewater - - -	
Sittingbourne - - -		Weston-super-Mare - - -	
Faversham - - -		Wells - - -	
		Bristol - - -	



Column No. 1.	Column No. 2.	Column No. 1.	Column No. 2.
Court of Survey for	Judges of the Courts of Survey at the Places opposite to which their Names occur.	Court of Survey for	Judges of the Courts of Survey at the Places opposite to which their Names occur.
Carnarvon - - -	The Judges of the County Courts in Circuits 53 and 54.	Carnarvon - - -	The Judge of the County Courts in Circuit 29. The Recorder of Chester.
Anglesey - - -		Llangefni - - -	
Gloucester - - -	The Judges of the County Courts in Circuits 24 and 54.	Bangor - - -	
Worcester - - -		Conway - - -	
Swansea - - -	The Recorder of Gloucester.	St. Asaph - - -	
Swansea - - -	The Judges of the County Courts in Circuits 24, 30, and 31. The Stipendiary Magistrates at Cardiff and Swansea.	Holywell - - -	The Judges of the County Courts in Circuits 6 and 7. The Stipendiary Magistrate at Liverpool. The Stipendiary Magistrate at Birkenhead. Judge of Court of Passage. The Recorder of Liverpool.
Swansea - - -		Chester - - -	
Swansea - - -		Runcorn - - -	
Swansea - - -		Birkenhead - - -	
Swansea - - -	The Judge of the County Courts in Circuit 31. The Recorder of Carmarthen.	Liverpool - - -	The Judge of the County Court in Circuit 6. The Judge of the County Courts in Circuit 4. The Recorder of Preston.
Swansea - - -		Ormskirk - - -	
Swansea - - -		Preston - - -	
Swansea - - -		Kirkham - - -	
Swansea - - -	The Judge of the County Courts in Circuit 28.	Poulton-le-Fylde - - -	The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
Swansea - - -		Lancaster - - -	
Swansea - - -		Ulverston - - -	
Swansea - - -		Whitehaven - - -	
Swansea - - -	The Judge of the County Courts in Circuit 28.	Cockermouth - - -	The Judge of the County Courts in Circuit 3. The Recorder of Carlisle.
Swansea - - -		Wigton - - -	
Swansea - - -		Carlisle - - -	
Swansea - - -		Carlisle - - -	

## LIST No. 2.

## COURTS OF SURVEY IN SCOTLAND.

Column No. 1.	Column No. 2.	Column No. 1.	Column No. 2.
Court of Survey for	Judges of the Courts of Survey at the Places opposite to which their Names occur.	Court of Survey for	Judges of the Courts of Survey at the Places opposite to which their Names occur.
Banff - - -	Sheriff and Sheriff Substitutes of Midlothian, Haddington, and Linlithgow.	Banff - - -	Sheriff and Sheriff Substitutes of Aberdeenshire, Banffshire, and Elgin.
Inverness - - -	Sheriff and Sheriff Substitutes of Midlothian, Haddington, and Linlithgow.	Inverness - - -	Sheriff and Sheriff Substitutes of Nairn, Inverness-shire, and Ross.
Wick - - -	Sheriff and Sheriff Substitutes of Linlithgow and Stirling.	Wick - - -	Sheriff and Sheriff Substitutes of Caithness and Sutherland.
Campbeltown - - -	Sheriff and Sheriff Substitutes of Linlithgow and Stirling.	Campbeltown - - -	Sheriff and Sheriff Substitutes of Argyshire.
Glasgow - - -	Sheriff and Sheriff Substitutes of Stirling, Clackmannan, and Perthshire.	Glasgow - - -	Sheriff and Sheriff Substitutes of Lanarkshire, Renfrewshire, and Dumbarton.
Greenock - - -	Sheriff and Sheriff Substitutes of Fifeshire and Perthshire.	Greenock - - -	Sheriff and Sheriff Substitutes of Lanarkshire, Renfrewshire, and Ayrshire.
Ardrossan - - -	Sheriff and Sheriff Substitutes of Perthshire, Forfarshire, and Kincardine.	Ardrossan - - -	Sheriff and Sheriff Substitutes of Renfrew and Ayrshire.
Ayr - - -	Sheriff and Sheriff Substitutes of Perthshire, Forfarshire, and Kincardine.	Ayr - - -	Sheriff and Sheriff Substitutes of Ayrshire, Renfrewshire, and Wigtonshire.
Stranraer - - -	Sheriff and Sheriff Substitutes of Perthshire, Forfarshire, and Kincardine.	Stranraer - - -	Sheriff and Sheriff Substitutes of Ayrshire, Wigton, and Kirkcudbright.
Wigtown - - -	Sheriff and Sheriff Substitutes of Aberdeenshire and Kincardine.	Wigtown - - -	Sheriff and Sheriff Substitutes of Ayrshire, Wigton, and Kirkcudbright.
Dumfries - - -	Sheriff and Sheriff Substitutes of Kincardine, Banffshire, and Aberdeenshire.	Dumfries - - -	Sheriff and Sheriff Substitutes of Dumfries and Kirkcudbright.

LIST No. 3.  
COURTS OF SURVEY IN IRELAND.

Column No. 1. Court of Survey for	Column No. 2. Judges of the Courts of Survey at the Places opposite to which their Names occur.	Column No. 1. Court of Survey for	Column No. 2. Judges of the Courts of Survey at the Places opposite to which their Names occur.
Dublin - - -	The Recorder of Dublin. Justices of the Police District of Dublin Metropolis.	Westport - - -	Chairman of co. Mayo.
Drogheda - - -	Resident Magistrates and Chairmen of the Cos. of Louth and Meath.	Galway - - -	The Recorder of Galway, Resident Magistrates and Chairman of Galway.
Dundalk - - -	Resident Magistrates and Chairman of Co. of Louth.	Limerick - - -	Resident Magistrates, Chairman Cos. Clare and Limerick.
Newry - - -	Resident Magistrates and Chairmen of Cos. of Armagh and Down.	Tralee - - -	Chairman of Co. Kerry.
Belfast - - -	The Recorder of Belfast. Resident Magistrates and Chairman of Quarter Sessions for Co. of An- trim.	Skibbereen - - -	Chairman of Co. Cork.
Coleraine - - -	Resident Magistrates and Chairman of Co. of Londonderry.	Cork - - -	The Recorder of Cork, Resident Magistrates and Chairman Quarter Sessions.
Londonderry - - -	The Recorder of Londonderry. Resident Magistrates and Chairman of Quarter Sessions for Co. of Lon- donderry.	Youghal - - -	Chairman of Co. Cork.
Sligo - - -	Resident Magistrates and Chairman of Co. of Sligo.	Waterford - - -	Resident Magistrates, Chairman Co. Waterford.
Ballina - - -	Chairman of Quarter Sessions of Co. Mayo. Resident Magistrate.	New Ross - - -	Chairman of Cos. Wexford and I- kenny.
		Wexford - - -	Resident Magistrate, Chairman Co. Wexford.

APPENDIX (B.)

The following forms shall be employed, as far as possible, with such alterations as circumstances may require, but no deviation from the prescribed forms shall invalidate the proceedings, unless the judge shall be of opinion that the deviation was material.

*No. 1. Notice of Appeal.*

The Merchant Shipping Acts, 1854 to 1876.

In the matter of the ship "Marian."

To the Registrar of the Court of Survey for

Take notice that I [name and address] the master [or managing owner or owner of  
shares] of the ship of the port of do  
appeal

(1) from the report of *L. M.*, the surveyor appointed by the Board of Trade to survey  
the said ship.

or (2) from a declaration given by a shipwright surveyor or engineer  
(or from the refusal of a shipwright surveyor or engineer  
to give a declaration), under the provisions of section 309 of the Merchant Shipping  
Act, 1854.

or (3) from the refusal of an emigration officer (or as the case may be)  
to give a certificate of clearance under sections 11 and 50 of the Passengers Act,  
1855.

or (4) from the refusal of appointed by the Board of Trade under the  
provisions of section 30 of the Merchant Shipping Act Amendment Act, 1862, to give a  
certificate that the said ship is properly provided with lights and with the means of  
making fog signals.

The address at which all notices and documents may be served by post or otherwise on  
me is

Dated this day of .

(To be signed by the Appellant.)

*No. 2. Summons to Court.*

The Merchant Shipping Acts, 1854 to 1876.

The Court of Survey for

In the matter of an appeal by \_\_\_\_\_ from the report of *L. M.*, the surveyor appointed by the Board to survey the "*Marian*" [*or as the case may be*].

In pursuance of the Merchant Shipping Act, 1876, I hereby summon you to attend as judge [*or assessor*] on this appeal, at \_\_\_\_\_ on the \_\_\_\_\_ day of \_\_\_\_\_ at the hour of \_\_\_\_\_ in the \_\_\_\_\_ noon.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 187 .

\_\_\_\_\_  
Registrar.

I will attend as summoned

\_\_\_\_\_  
Signature of person summoned.

*No. 3. Notice of Sitting of Court of Survey.*

The Merchant Shipping Acts, 1854 to 1876.

The Court of Survey for

In the matter of an appeal by \_\_\_\_\_ from the report of *L. M.*, the surveyor appointed by the Board of Trade to survey the "*Marian*" [*or as the case may be*].

To *A. B.*, the master [*or managing owner, or owner of* \_\_\_\_\_ shares] of the ship the appellant [*or the Board of Trade*].

Take notice that the Court of Survey will meet at \_\_\_\_\_ on \_\_\_\_\_ the \_\_\_\_\_ day of \_\_\_\_\_ 187 at \_\_\_\_\_ o'clock in the \_\_\_\_\_ noon to hear the appeal in the above matter.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 187 .

\_\_\_\_\_  
Registrar.

*No. 4. Order of Court for Release or Detention of Ship.*

The Merchant Shipping Acts, 1854 to 1876.

The Court of Survey for

In the matter of an appeal by \_\_\_\_\_ from the report of *L. M.*, the surveyor appointed by the Board of Trade to survey the "*Marian*" [*or as the case may be*].

I \_\_\_\_\_ do, with the concurrence of \_\_\_\_\_, order the said ship to be released, *or* detained [finally *or* conditionally upon \_\_\_\_\_].

Given under my hand this \_\_\_\_\_ day of \_\_\_\_\_ 18 .

\_\_\_\_\_  
Judge.

We [*or I*] concur in the above report.

\_\_\_\_\_  
Assessor.

\_\_\_\_\_  
Assessor.

*No. 5. Report of Judge of Court of Survey.*

The Merchant Shipping Acts, 1854 to 1876.

The Court of Survey for

In the matter of an appeal by \_\_\_\_\_ from the report of *L. M.*, the surveyor appointed by the Board of Trade to survey the "*Marian*" [*or as the case may be*].

I \_\_\_\_\_ do report that, having heard this appeal, I did, with the concurrence of \_\_\_\_\_ order the said ship to be released *or* detained [finally *or* conditionally upon \_\_\_\_\_] for the reasons set forth in the annexed statement.

I am also of opinion that the costs of this appeal should be paid by *A. B.* to the Solicitor of the Board of Trade [*or by the Solicitor to the Board of Trade to A. B.; or that all parties shall pay their own costs*].

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 18 .

\_\_\_\_\_  
Judge.

We [*or I*] concur in the above report.

\_\_\_\_\_  
Assessor.

\_\_\_\_\_  
Assessor.



## No. 6. Order for Payment of Costs, or of Costs and Damages.

The Merchant Shipping Acts, 1854 to 1876.

The Court of Survey for

In the matter of an appeal by \_\_\_\_\_ from \_\_\_\_\_

The parties to this appeal having, by agreement in writing, consented to refer the question whether any costs or costs and damages are due, and to and from whom, to me or us, with liberty to assess the amount thereof], I order

(1) that the Board of Trade do pay to the appellant the sum of \_\_\_\_\_ for the costs [or the costs and damages] incurred by reason of such detention and survey.

or (2) that the appellant do pay to the Solicitor of the Board of Trade the sum of \_\_\_\_\_ for the costs incurred by reason of the detention and survey of the said ship.

or (3) that each party pays his own costs.

Given under my hand this \_\_\_\_\_ day of \_\_\_\_\_ 18 \_\_\_\_.

\_\_\_\_\_  
Judge.

We [or I] concur in the above order.

\_\_\_\_\_  
Assessor.\_\_\_\_\_  
Assessor.

## APPENDIX (C.)

	£.	s.	d.
On filing notice of appeal, for every 50 tons of the gross registered tonnage of the ship - - - - -	-	10	-
On filing every affidavit - - - - -	-	2	6
On entering appearance - - - - -	-	10	-
On every subpoena - - - - -	-	2	6
On every statement of the order required to be made by the court - - - - -	-	10	-
On the production and swearing of every witness - - - - -	-	2	6
On every consent by the parties to refer the question of costs, or of costs and damages, to the court or judge, to be paid by each party - - - - -	-	10	-
On every hearing, for each day, to be paid by each party, the amount } from thereof to be at the discretion of the judge - - - - - } to	1 5	- -	- -
On every order, whether for the release or detention of the ship, or for payment of costs, or costs and damages, to be paid by the party taking out the order - - -	1	-	-
On every office copy of the judge's judgment or report, of the shorthand writer's notes of the evidence, or of any of the proceedings in the appeal, per folio of 72 words - - - - -	-	-	6

## — No. 3. —

(M. 13,621.)

Board of Trade to the Wreck Commissioner (Mr. Rothery).

Board of Trade Whitehall Gardens,  
6 October 1876.

Sir,

I AM directed by the Board of Trade to transmit to you, for your information, the accompanying copies of instructions respecting the working of The Merchant Shipping Act, 1876," which have been issued to their officers at the various ports, and also of forms drawn up for use (1) in the department, (2) by the detaining officers appointed by the Board, and (3) by the surveyors.

I am, &amp;c.

(signed) Thomas Gray.

H. C. Rothery, Esq.,

Wreck Commissioner, Somerset House.

For Enclosures,  
see Part V.,  
Instructions, Cir-  
culars, and Forms,  
pp. 45 to 72.

— No. 4. —

Board of Trade to the Wreck Commissioner (Mr. *Rothery*).

(M. 13,821.)

Board of Trade, Whitehall Gardens,  
10 October 1876.

Sir,

I AM directed by the Board of Trade to transmit to you for your information copies of the printed list of assessors nominated by Local Marine Boards under Section 7 of the Merchant Shipping Act, 1876.

H. C. Rothery, Esq., Wreck Commissioner,  
Somerset House.

I am, &c.  
(signed) *Thomas Gray*.

Enclosure in No. 4.

# COURT OF SURVEY FOR APPEALS.

## MERCHANT SHIPPING ACT, 1876.

LIST of Assessors nominated by Local Marine Boards under Section 7.

### ABERDEEN.

*Engineer*.—Abernethy, Jas., C.E., Ferryhill, Aberdeen.

*Shipwrights*.—Duthie, Wm., shipbuilder and owner, Ashley Lodge, Cuparstone, Aberdeen; Thompson, Cornelius, shipbuilder, 17, Albyn-place, Aberdeen.

*Shipowners*.—Nicol, Alexander, Murtle House, Aberdeen; Rose, Jas., 5, Rubislaw-terrace, Aberdeen.

### BELFAST.

*Engineers*.—Lewis, Richard, Ulster Iron Works, Belfast; Beath, Robt. M., Donegal Quay, Belfast.

*Shipwright*.—McLaine, Alexr., shipbuilder, York-street, Belfast.

*Master Mariner*.—Ritchie, Robt, Corporation-street, Belfast.

### BRISTOL.

*Engineers*.—Harvey, J. W., inspecting engineer, Bristol General Steam Packet Offices, Prince-street, Bristol; Cross, R. J., inspecting engineer, Southville, Bedminster, Bristol; Gross, Wm., inspecting engineer, Nicholas-street, Bristol.

*Shipwright*.—Clibbett, Wm., shipbuilder, Gower Villa, Cheltenham-road, Bristol.

*Master Mariners*.—Harrison, D., marine surveyor, Howden Villa, Bishopston, Bristol; Hutchins, Thos., 28, Queen-square, Bristol; Gill, J. W., 8, Fernbank-road, Redland Grove, Bristol.

*Shipowners*.—Edwards, J. (formerly shipmaster), 20, Queen-square, Bristol; Hancock, Robt. J. (also shipbuilder), 9, Cambridge Park, Redland, Bristol.

### CORK.

*Engineers*.—Patterson, Geo., superintendent engineer, Cork Steam Ship Company Strand-crescent, Cork; Holland, Wm., mechanical engineer to Cork Harbour Commissioners, South-terrace, Cork; Horn, Andrew W., engineer, Waterford.

*Shipwright*.—Wheeler, Joseph, shipbuilder, Queenstown.

*Master Mariners*.—Herbert, Arthur, Passage West, county Cork; Raynes, H. C., Cork Harbour Master, Rock Spring, St. Luke's, Cork; Sutton, Nathl., Queenstown Harbour Master, Queenstown; Bertridge, S., surveyor of vessels, Buckingham-place, Cork; Byrne, E., Waterloo-terrace, Cork; Staveley, R., Blackrock, Cork; McDermott, Chas. W., Examiner and Superintendent to the Local Marine Board, 4, Lincoln-place, Cork; Seymour, W. D., ship agent, Queenstown.

*Officers of Royal Navy*.—Stuart, Thos., Capt., J.P., Combermere, Glounthane, county Cork.

*Shipowners*.—Pim, Jas. Edwin, J.P., shipowner and Chairman of Local Marine Board, Eglantine, Montenotte, Cork; Pike, E., Member of Local Marine Board, Bessborough, Cork; Spaight, Jas., J.P., Limerick.

*Special*.—Craig, Wm., Manager of the Victoria Docks at Passage West, Passage West, county Cork.

### DUBLIN.

*Master Mariners*.—Crosby, Thos., 62 Amiens-street, Dublin; Carpenter, Wm., Harbour Master, 19, Claremont-road, Dublin; White, Robt., Superintendent of Mercantile Marine Office, Examiner of Masters and Mates, &c., 6, Breffin-terrace, Kingstown, Dublin.



## DUNDEE.

*Engineers.*—Robertson, Wm., Balmore Villa, Newport, by Dundee; Gourlay, Hy. (also shipbuilder), East Dock-street, Dundee; Thompson, W. B. (also shipbuilder), East Dock-street, Dundee.

*Shipwrights.*—Stephen, Wm., shipbuilder, Helenslea, West Ferry, by Dundee; Brown John, shipbuilder, Elma Villa, East Newport, by Dundee.

*Officers of Royal Navy.*—Dougall, Admiral W. H. M., Scotsraig, by Tayport, Fifeshire Ward, C. Y. (late Commander Indian Navy), 3 Balgillo-crescent, Broughty Ferry.

*Shipowners.*—Machan, John, late shipmaster, Bellevue, West Ferry, by Dundee; Croudace, Wm. S., late shipmaster, Elmbank, Broughty Ferry.

## GLASGOW.

*Engineers.*—Rowan, David, marine engineer, 22, Woodside-place, Glasgow; Gilchrist, A., marine engineer, 11, Sandyford-place, Glasgow.

*Shipwrights.*—Duncan, Robt., shipbuilder, Port Glasgow; Ferguson, John, shipbuilder, Larkfield, Partrick; Steele, R., shipbuilder, Greenock; Denny, Peter, shipbuilder, Helenslee, Dumbarton; Mansel, R., shipbuilder, Eden Villa, Carmichael-street, Govan.

*Shipowners.*—Henderson, Thos., 14, Blythwood-square, Glasgow; Neill, Wm., Greenock.

*Special.*—Wilkie, Jas., marine surveyor, 114, Bothwell-street, Glasgow.

## GREENOCK.

*Engineers.*—Scott, John (also shipbuilder), Greenock; Caird, Jas. T. (also shipbuilder), Greenock; Rankin, Danl., Greenock; Kincaird, J. G., Greenock.

*Shipwright.*—Steele, Robt., junr., shipbuilder, Greenock.

*Shipowners.*—Carmichael, John, Greenock; Shankland, Robt., Greenock.

*Special.*—Adam, A. (selected for nautical skill), Greenock; Meldrum, P. (selected for nautical skill), Greenock; Rankin, Wm. (selected for nautical skill), Greenock; Neill, Wm. (selected for nautical skill), Greenock.

## HULL.

*Engineers.*—Holmes, C. D., Hull; Oldham, Jas, civil engineer, Hull; Samuelson, Martin, consulting engineer, Hull.

*Shipwrights.*—Hadfield, John, shipbuilder, Grimsby; Eckles, L., shipbuilder, Goole.

*Master Mariners.*—Wilson, Capt. J., Hull; Priest, R. P., Hull.

*Shipowners.*—Tulley, Wm., Hull; Bailey, Wm., Hull; Brown, Wm., Hull.

## LEITH.

*Engineers.*—Davison, S. D., of Hawthorns & Co., Leith Engine Works, Leith; Caldwell, Wm., inspecting engineer of J. Currie & Co., steamship owners, Leith; Shaw, Walter, inspecting engineer to Gibson & Co., and to Macgregor & Co., steamship owners, Leith; Anderson, M., consulting engineer, 168, Ferry-road, Leith; Marshall, D., consulting engineer, 44, Constitution-street, Leith.

*Shipwrights.*—Legerwood, Jas., foreman to Menzies & Co., Leith; Harrow, J., shipbuilder, 3, Old Church-street, Leith; Allan, D., shipbuilder, Citadel, Leith; Marshall, Wm., of S. and H. Morton & Co., engineers and iron shipbuilders, Leith; Morton, Hugh, of S. and H. Morton & Co., engineers and iron shipbuilders, Leith.

*Master Mariners and Shipowners.*—White, John, of J. Currie & Co., Leith; Thomson, R., Roeberry Villa, Leith; Simpson, John A., 90, Constitution-street, Leith; Lindsay, Thos., 30, Charlotte-street, Leith; Riddoch, Wm., 66, Ferry-road, Leith.

## LIVERPOOL.

*Engineers.*—Bower, Anthony (of Geo. Forrester & Co.), Bowersdale, Seaforth; Bevis, R. Ratsay (of Laird Bros.), Manor Hill, Birkenhead; Mylchreest, Danl., 3, Wennington-terrace, Hoylake (see also Shipwrights); Cooke, Wm., 16, Alfred-road, Claughton (see also Shipwrights); Glover, Wm., consulting engineer and architect, Beresford-road, Claughton; Wallace, Wm., superintendent engineer, 12, Pembroke-road, Bootle; Hepburn, Geo., consulting engineer, Adelaide House, Freshfield, Formby (see also Shipwrights); Lang, Wm. C., consulting engineer, Oriel Chambers, Water-street, Liverpool; Crompton, Edward, civil engineer, 12, Berkham-road, Liverpool; Holt, Alfred, civil engineer, 1, India Buildings, Liverpool (see also Shipowners); Horn, John, consulting engineer, surveyor, valuer, designer, and constructor of steamships, 135, Chatham-street, Liverpool (see also Shipwrights); Jones, Jas., ironfounder, 36 Shrewsbury-road, South Oxtan, Birkenhead.

*Shipwrights.*—Mylchreest, Daniel, engineer, architect and surveyor, 3, Wennington-terrace, Hoylake (see also Engineers); Cooke, Wm., engineer, architect and surveyor, 16, Alfred-road, Claughton (see also Engineers); Byrne, St. Clare J., marine architect, 17, Charlesville, Birkenhead; Glover, Wm., consulting engineer and architect, Beresford-road, Claughton (see also Engineers); Hepburn, Geo., consulting engineer, Adelaide House, Freshfield, Formby (see also Engineers); Lang, Wm. C., consulting engineer, Oriel Chambers, Water-street, Liverpool (see also Engineers); Horn, John, consulting engineer, surveyor, valuer, designer, and constructor of steamships, 135, Chatham-street, Liverpool (see also Engineers); Potter, Wm. H., shipbuilder, Frankby, Birkenhead; Evans, John, shipbuilder, 1 Crescent-road, Seaforth.

Master



*Master Mariners.*—Pearson, Andrew, ship valuer and surveyor, Oakley Villas, Woodhey, Rock Ferry; Touzel, Chas., arbitrator and surveyor, Ellerslie, Town Row, West Derby; Kenney, Joseph G., marine superintendent, 13, Berkeley-street, Liverpool; Taylor, Staveley, Oaklands, 7, South Bank-road, Grassendale, Liverpool; McLay, John Laird, 191, Upper Parliament-street, Liverpool; Wilson, Robt., Euston Grove, Birkenhead; Robinson, Wm. Hy., 5, Aspinwall-street, Bootle; Bolton, Wm., 64, Pitt-street, Liverpool; Ballantine, Wm., 205, Old Chester-road, Tranmere; Kelso, Samuel Wright, merchant and shipowner, Walton Villa, Birkdale Park, Southport (*see also Shipowners*); Paton, Walter, shipowner and provision merchant, 1, Alexandra-road, Waterloo (*see also Shipowners*); Green, Richard, shipowner and ship Chandler, The Woodlands, Sutton, near Chester (*see also Shipowners*); Callan, Thos., 41, Rock Park, Rock Ferry; Fox, John Palk, ship broker, 4, Clydesdale-terrace, West Bank-road, Liverpool; Stowe, Joseph S., shipowner, 98, Huskisson-street, Liverpool (*see also Shipowners*); Carr, Wm. Parkgate, Cheshire; Spear, Leonard, Eskdale Villa, 48, Merton-road, Bootle; Robertson, Robt. Danl., 9, St. George's View, Rockferry.

*Shipowners.*—Holt, Alfred, engineer and steam shipowner, 1, India Buildings, Liverpool (*see also Engineers*); Macdonald, Jas., Ennersdale Lodge, Park-road, South Birkenhead; Gardiner, Geo. Neish, breker, 11, Croxteth-road, Princess Park, Liverpool; Kelso, Saml. Wright, merchant and retired master mariner, Walton Villa, Birkdale Park, Southport (*see also Master Mariners*); Paton, Walter, provision merchant and retired master mariner, 1 Alexandra-road, Waterloo (*see also Master Mariners*); Green, Richard, ship Chandler and retired master mariner, The Woodlands, Sutton, near Chester (*see also Master Mariners*); Stowe, Joseph S., retired master mariner, 98, Huskisson-street, Liverpool (*see also Master Mariners*).

#### LONDON.

*Engineers.*—Parker, Wm., Lloyd's Register Office, Cornhill; Ravenhill, J. R., Glass House Fields, Radcliffe, E.; Miller, A., 2 Riches-court, 51 and 52, Lime-street, E.C.

*Shipwrights.*—Martell, Benjn., Lloyd's Register Office, Cornhill; Carter, A., Millwall Dock, E.; Amor, Robt., Lime Kiln Dockyard, Limehouse, E.

*Master Mariners.*—Walker, J. B., 15A., St. Helen's-place, E.C.; Hight, Capt. Edwd., Bankside, Spring Grove, Isleworth; Steele, Capt. John, 3, Cambridge Villas, Woodberry Vale, South Hornsey.

#### NEWCASTLE.

*Engineers.*—Parry, Hy., R.N., consulting engineer, 74, Quayside, Newcastle; Wallace, Jacob, manager to Black, Hawthorn & Co., 90, Abbott-terrace, Gateshead; Wait, John, Tyne-street, North Shields; Wait, Jas., Tyne-street, North Shields; Wawn, Middy, consulting engineer, 63, Fawcett-street, Sunderland; Wilcox, Frank W., consulting engineer, 63, Fawcett-street, Sunderland; Simey, Chas. R., surveyor of steam ship machinery, 2, East Sunnyside, Norfolk-street, Bishopwearmouth; Jameson, John, consulting engineer for steam ships, Akenside Hill, Newcastle; Schaeffer, A. G., consulting engineer for steam ships, Akenside Hill, Newcastle.

*Shipwrights.*—Boyd, Geo., ship surveyor, Dockwray-square, North Shields; Bushell, F. G., ship surveyor, Newgate-street, Newcastle.

*Master Mariners.*—Cay, Matthew, junr., manager of steam ships, Dean-street, South Shields; Lishman, E. H., harbour master, North Shields; Kirby, W. E., manager of steam and sailing ships, Trinity Chambers, Quayside, Newcastle; Emmerson, Thos., manager of steam and sailing ships, Quayside, Newcastle; Brightman, H. A., manager of steam and sailing ships, 7, Ayres-terrace, North Shields.

#### PLYMOUTH.

*Engineers.*—Grose, Wm. Hy., retired engineer, R.N., Plymouth; Matthews, Wm., mechanical engineer, Tavistock; Massey, Jas., mechanical engineer, Plymouth; Willoughby, Jas., mechanical engineer, Plymouth.

*Shipwrights.*—Banks, David, shipbuilder, Plymouth; Kelly, Wm. S., shipbuilder, Plymouth; Pope, Thos., retired shipbuilder, Plymouth.

*Master Mariners.*—Cuming, Wm. B., late Lloyd's Surveyor, Plymouth; Evans, Wm., Sutton Harbour Master, Plymouth; Gilpen, Geo., retired shipowner, Plymouth; Pinkham, J. B., Plymouth; Short, Thos. T., harbour master of Cattewater, Plymouth.

*Officers of Royal Navy.*—Edye, G. A., Capt., Stoke, near Devonport; Slight, Julian F., Capt., C.B., Plymouth.

*Shipowners.*—Moore, Jas., Stonehouse.

*Special.*—Waring, Hy. John, ship agent, Plymouth.

#### SHIELDS, NORTH.

*Engineers.*—Scott, Michael, North Shields; Marshall, Frank C., member of the firm of Hawthorn & Co., Percy Gardens, Tynemouth.

*Master Mariners.*—Wilkie, Wm., North Shields.

*Shipowners.*—Bolt, Jas., North Shields; Turpie, Jas., North Shields; Cleugh, Geo., North Shields; Morrison, John, North Shields; Morton, Chas., North Shields.

## SHIELDS, SOUTH.

*Engineers.*—Rennoldson, J. P., Wellington-terrace, South Shields; Readhead, Robt., Lawe, South Shields; Marshall, Robt. J., Green's-place, South Shields.

*Shipwrights.*—Tully, Thos., Thomas-street, South Shields; Cotten, Stephen Winchester-street, South Shields; Wright, Wm., West Dock, South Shields.

*Master Mariners.*—Wilson, Joseph, dock owner, Chapter-row, South Shields; Young, Jas., dock owner, Ogle-terrace, South Shields; Gillie, John, examiner in navigation and seamanship to Tyne and Wear Local Marine Boards, Westoe, South Shields; Cay, Matthew, shipowner, Dean-street, South Shields; Cay, Wm., shipowner, Dean-street, South Shields; Whitelaw, A., sailmaker, Charlotte-street, South Shields; Robinson, J., Tyne Commissioner, Eleanor-street, South Shields.

## SUNDERLAND.

*Shipowners.*—Nicholson, John, J.P., Mayor of Sunderland; Lambton, John, Lieut. R.N.B.; Brown, Robt., Secretary to the Local Marine Board.

— No. 5. —

(M. 13,898.)

Board of Trade to Board of Customs.

Board of Trade, Whitehall Gardens,  
12 October 1876.

Sir,

\* See Enclosure in  
No. 2, page 4.

I AM directed by the Board of Trade to enclose a copy of the General Rules for Courts of Survey in the United Kingdom,\* and to call attention to Rule 5. The Board of Trade will forward a sufficient number of copies on hearing from the Board of Customs how many will be required in order to comply with that rule.

I am also to call attention to Rule 6, and to suggest that instructions be sent to the principal officers at all custom houses with a view to ensuring an early compliance therewith so far as regards the posting of the name and address of the registrar of the court for the district.

The Secretary to the  
Commissioners of Customs, Custom House.

I am, &c.  
(signed) Thomas Gray.

— No. 6. —

(M. 13,898.)

Board of Trade to Local Marine Boards.

Board of Trade, Whitehall Gardens,  
12 October 1876.

Sir,

\* See Enclosure in  
No. 2, page 4.

I AM directed by the Board of Trade to enclose a copy of the General Rules for Courts of Survey,\* and to call the attention of the Local Marine Board to Rules 5 and 6. The Board will forward a sufficient number of copies of the Rules upon hearing from you how many will be required, in order to comply with Rule 5. As regards Rule 6, I am to suggest that early instructions be issued with a view to ensuring compliance with its provisions as regards the posting up, in every mercantile marine office, of the name and address of the Registrar of the Court of Survey for the district.

The Secretary, Local Marine Board.

I am, &c.  
(signed) Thomas Gray.

(This letter was addressed to each of the Local Marine Boards.)

## — No. 7. —

NOTICES ISSUED BY THE BOARD OF TRADE.

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## TO EACH PORT IN ENGLAND.

NOTICE issued under Rule 6 of the General Rules for Courts of Survey established under the Provisions of the “Merchant Shipping Act, 1876.”

THE Registrar of the Court of Survey for this Port is :—The Registrar, County Court Offices.

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## TO EACH PORT IN IRELAND.

NOTICE issued under Rule 6 of the General Rules for Courts of Survey established under the Provisions of the “Merchant Shipping Act, 1876.”

The Registrar of the Court of Survey for this Port is :—The person discharging the duties of Registrar of the Court of the Chairman of the County, at his Offices.

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## TO EACH PORT IN SCOTLAND.

NOTICE issued under Rule 6 of the General Rules for Courts of Survey established under the Provisions of the “Merchant Shipping Act, 1876.”

The Registrar of the Court of Survey for this Port is :—The Sheriff Clerk of the County, Sheriff Clerk's Offices.

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## — II. —

## MERCHANT SHIPPING ACT, 1876.

CORRESPONDENCE AND RULES CONCERNING INVESTIGATIONS  
INTO SHIPPING CASUALTIES.

## — No. 1. —

(M. 13,553.)

The Wreck Commissioner (Mr. *Rothery*) to Board of Trade.

Sir,

Somerset House, 5 October 1876.

I BEG to acquaint you that the Lord Chancellor has been pleased to appoint me to be a Wreck Commissioner under the provisions of the Merchant Shipping Act, 1876. A copy of my appointment, which will appear in the Gazette of to-morrow, is enclosed for your information.

The Assistant Secretary,  
Marine Department, Board of Trade.

I am, &c.  
(signed) *H. C. Rothery.*

## Enclosure in No. 1.

I, the Right Honourable Hugh MacCalmont Baron Cairns, Lord High Chancellor of Great Britain, do hereby, in pursuance of the provisions of the "Merchant Shipping Act, 1876," appoint Henry Cadogan Rothery, Esquire, to be a Wreck Commissioner for the United Kingdom.

Dated this 29th day of September 1876.

(signed) *Cairns, C.*

(True copy.)

(signed) *H. C. Rothery.*

## — No. 2. —

(M. 13,554.)

The Wreck Commissioner (Mr. *Rothery*) to Board of Trade.

Sir,

Somerset House, 5 October 1876.

I BEG to send you herewith copies of the General Rules for holding formal investigations into shipping casualties which have been made by the Lord Chancellor under the 30th section of the Merchant Shipping Act, 1876, and which will appear in the "London Gazette" of to-morrow.

As the duty of carrying out the provisions of the Act as regards these investigations will rest mainly with the Board of Trade, I presume that the Board of Trade will itself take the necessary steps to make the Rules known to the officials, who will be called upon to act under them. Copies thereof should also be sent to every custom house and mercantile marine office in the United Kingdom, in order to meet the requirements of Rule 4. Any number of copies can be obtained from the Queen's printers for the purpose.

The Assistant Secretary,  
Marine Department, Board of Trade.

I am, &c.  
(signed) *H. C. Rothery.*

Enclosure in No. 2.

THE MERCHANT SHIPPING ACTS, 1854 to 1876.

GENERAL RULES for FORMAL INVESTIGATIONS into SHIPPING CASUALTIES, 1876.

WHEREAS by the Merchant Shipping Act, 1876, it is provided that the Lord High Chancellor of Great Britain may from time to time make general rules for carrying into effect the enactments relating to formal investigations into shipping casualties:

Now, therefore, I, the Right Honourable Hugh MacCaimont Baron Cairns, Lord High Chancellor of Great Britain, do order as follows:

*Short Title.*

1. These Rules may be cited as "The Shipping Casualties Rules, 1876."

*Commencement.*

2. These Rules shall come into operation on the 1st day of October 1876.

*Interpretation.*

3. In the construction of these Rules words importing the singular number shall include the plural, and words importing the plural number shall include the singular number; and the words "shipping casualty" shall have and include the meaning given to them in the Merchant Shipping Act, 1876; and the word "judge" shall mean the authority by whom any formal investigation into a shipping casualty is held.

*Publication of Rules.*

4. These Rules shall be published by Her Majesty's Stationery Office through its agents, and a copy shall be kept at every custom house and mercantile marine office in the United Kingdom, and may be perused thereat by the master or owner of any ship, and by any person deputed by him.

*Notice of Holding Investigation.*

5. When the Board of Trade has directed that a formal investigation into a shipping casualty shall take place, they shall cause a notice to be served upon the master and upon the certificated officers of the ship who were on board at the time of the happening of the casualty, in the Form No. 1 in the Appendix.

6. The Board of Trade may, if they think fit, cause a notice of the investigation to be served upon the owner, and also upon any other person who appears to have been in any way responsible for the casualty.

*Parties.*

7. The Board of Trade, and the defendant, hereinafter referred to, shall be parties to the proceedings.

8. Any person having any interest in the investigation shall, on filing an affidavit showing the nature of his interest, have a right to appear, and shall thereupon become a party to the proceedings.

9. Any other person may, by permission of the judge, appear, and shall thereupon become a party to the proceedings.

*Notice to Produce.*

10. Either party may give to the other a notice in writing to produce such documents (saving all just exceptions) as relate to any matters in difference, and which are in the possession or control of such other party; and if such notice be not complied with, secondary evidence of the contents of the said documents may be given by or on behalf of the party who gave such notice.

*Notice to Admit.*

11. Either party may give to the other party a notice in writing to admit any documents (saving all just exceptions); and in case of neglect or refusal to admit after such notice, the party so neglecting or refusing shall be liable for all the costs of proving such documents, whatever the result may be, unless the court is of opinion that the refusal to admit was reasonable; and no costs of proving any document shall be allowed unless such notice be given, except where the omission to give the notice is, in the opinion of the officer by whom the costs are taxed, a saving of expense.

*Witnesses.*

12. The Wreck Commissioner shall have power to issue subpoenas as nearly as may be in the form used in the High Court of Justice, and such subpoenas shall have effect, and may be served in any part of the United Kingdom.

*Affidavits.*

13. Affidavits may, by permission of the judge, be used as evidence at the hearing, when sworn to in any of the following ways, viz. :—

In the United Kingdom, before the judge, or before a person authorised to administer oaths in the Supreme Court of Judicature, or before a justice of the peace for the county or place where it is sworn or made.

In any place in the British dominions out of the United Kingdom, before any court, judge, or justice of the peace, or any person authorised to administer oaths there in any court.

In any place out of the British dominions, before a British minister, consul, vice consul, or notary public, or before a judge or magistrate, his signature being authenticated by the official seal of the court to which such judge or magistrate is attached.

*Proceedings in Court.*

14. The proceedings shall commence with the examination of the master, officers, and any other person who was on board at the happening of the casualty, and who can give material evidence in regard thereto.

15. On the completion of their examination, the Board of Trade shall state in writing, whether they have any, and if so, what charge to make against any person, and against whom.

16. Where the person against whom a charge is made, in these Rules called the defendant, is in court, or before the court, the Board of Trade may make him a party to the proceedings by handing to him a copy of the charge.

17. Where the defendant is not in court, or before the court, the judge may, on the application of the Board of Trade, cause a summons to be served upon him in the Form No. 2 in the Appendix.

18. When the defendant has become a party to the proceedings, or when the time allowed for his appearance has expired, and he has not appeared, the Board of Trade shall produce any further witnesses whom they may wish to examine.

19. The defendant shall then produce any witnesses whom he may wish to examine.

20. The judge may then allow any further witnesses to be examined before him.

21. When the evidence is concluded, the defendant, and any parties who may have appeared, shall first be heard, and afterwards the Board of Trade.

22. The judge may adjourn the court from time to time and from place to place, as may be most convenient.

23. The judge may deliver the decision of the court either *vivâ voce* or in writing; and, if in writing, it may be sent or delivered to the respective parties, and it shall not be necessary to hold a court merely for the purpose of giving the decision.

24. If, however, the judge decides that the certificate of any officer is to be cancelled or suspended, he shall give his decision in open court.

25. The judge may, if he thinks fit, order the costs and expenses of the proceedings, or any part thereof, to be paid by the Board of Trade, or by the parties to the proceedings, or by any one or more of them, in the Form No. 3 in the Appendix.

26. The judge shall report to the Board of Trade in the Form No. 4 in the Appendix.

*Computation of Time.*

27. In computing the number of days within which any act is to be done, the same shall be reckoned exclusive of the first day and inclusive of the last day, unless the last day shall happen to fall on a Sunday, Christmas Day, or Good Friday, or on a day appointed for a public fast or thanksgiving, in which case the time shall be reckoned exclusive of that day also.

28. The days between Thursday next before and the Wednesday next after Easter Day and Christmas Day, and the three following days, shall not be reckoned or included in the computation.

*Service of Notices, &c.*

29. Any notice, summons, or other document issuing out of the court may be served by post.

30. The



30. The service of any notice, summons, or other document may be proved by the oath or affidavit of the person by whom it was served.

Dated this 29th day of September 1876.

Cairns, C.

APPENDIX.

The following forms shall be employed, as far as possible, with such alterations as circumstances may require, but no deviation from the prescribed forms shall invalidate the proceedings, unless the judge shall be of opinion that the deviation was material.

No. 1.—*Notice of holding a formal Investigation.*

The Merchant Shipping Acts, 1854 to 1876.

To \_\_\_\_\_ master, mate, engineer, or owner of the British  
steam [or sailing] ship \_\_\_\_\_ of  
In pursuance of the provisions of section 23 of the Merchant Shipping Act Amendment  
Act, 1862, I hereby give you notice that the Board of Trade have ordered a formal in-  
vestigation to be held into the circumstances attending the \_\_\_\_\_

and that subjoined hereto is a copy of the report [or statement of the case], upon which  
the said investigation has been ordered.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 18 .

\_\_\_\_\_  
Solicitor, Board of Trade.

*Copy report (or statement of case).*

No. 2.—*Summons to Person against whom a charge is made.*

The Merchant Shipping Acts, 1854 to 1876.

To \_\_\_\_\_ of  
Whereas, under and by virtue of the above Acts, the Board of Trade has ordered a  
formal investigation to be held into the circumstances attending the \_\_\_\_\_ of the  
British ship \_\_\_\_\_ of \_\_\_\_\_; and it hath been made to  
appear to me, the undersigned, that you are a person interested in the said investigation,  
inasmuch as you are charged with (*here set out the charge*).

These are therefore to require you to be and to appear before me on the  
day of \_\_\_\_\_ 18 , at the hour \_\_\_\_\_ in the \_\_\_\_\_ noon at \_\_\_\_\_  
to attend the said investigation.

Given under my hand this \_\_\_\_\_ day of \_\_\_\_\_ 18 .

\_\_\_\_\_  
Judge.

No. 3.—*Order on a party for Payment of Costs of Investigation.*

The Merchant Shipping Acts, 1854 to 1876.

In the matter of a formal investigation into (*here state the casualty*) held by (*here set out  
the authority which held the investigation*).

The court, having inquired into the circumstances of this shipping casualty, orders (1)  
that A.B. of \_\_\_\_\_ do pay to the solicitor to the Board of Trade the  
sum of \_\_\_\_\_ pounds on account of the expenses of this investigation, on or  
before the \_\_\_\_\_ day of \_\_\_\_\_ 18 ; or (2) that the Board of  
Trade do pay to A.B. of \_\_\_\_\_ the sum of \_\_\_\_\_ pounds,  
on account of the expenses of this investigation, on or before the \_\_\_\_\_ day of  
\_\_\_\_\_ 18 .

Given under my hand this \_\_\_\_\_ day of \_\_\_\_\_ 18 .

\_\_\_\_\_  
Judge.

*No. 4.—Report of Court.*

The Merchant Shipping Acts, 1854 to 1876.

In the matter of a formal investigation into (*here state the casualty*), held by (*here set out the authority which held the investigation*).

I do report that having carefully inquired into the circumstances of the above-mentioned shipping casualty, I have\_\_\_\_\_.

I am also of opinion that the costs of this investigation should be paid by *A.B.* to the solicitor to the Board of Trade [*or by the solicitor to the Board of Trade to A.B.; or that all parties shall pay their own costs*].

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 18 .  
\_\_\_\_\_ Judge.

We [*or I*] concur in the above report,  
\_\_\_\_\_ Assessor.  
\_\_\_\_\_ Assessor.

## — No. 3. —

(M. 13,899.)

Board of Trade to Board of Customs.

Board of Trade, Whitehall Gardens,  
12 October 1876.

Sir,

\* See Enclosure in  
No. 2, page 19.

I AM directed by the Board of Trade to enclose a copy of the General Rules for Formal Investigations into Shipping Casualties,\* and to call attention to Rule 4, which requires that a copy of the rules shall be kept in every custom house in the United Kingdom. The Board of Trade will forward to the Board of Customs the necessary number of copies on hearing how many will be required.

I am, &c.  
(signed) *Thomas Gray.*  
The Secretary,  
to the Commissioners of Customs,  
Custom House.

## — No. 4 —

(M. 13,899.)

Board of Trade to Local Marine Boards.

Board of Trade, Whitehall,  
12 October 1876.

Sir,

\* See Enclosure in  
No. 2, p. 19.

I AM directed by the Board of Trade to enclose copies of the General Rules for Formal Investigations into Shipping Casualties,\* and to call attention to Rule 4, which requires that a copy of the rules shall be kept in every Mercantile Marine Office in the United Kingdom.

I am, &c.  
(signed) *Thomas Gray.*  
The Secretary, Local Marine Board.

*Note.*—This letter was addressed to each of the Local Marine Boards.

## — III. —

CORRESPONDENCE BETWEEN THE BOARD OF TRADE, INDIA OFFICE,  
COLONIAL OFFICE, AND FOREIGN OFFICE, CONCERNING THE  
COMING INTO OPERATION OF THE MERCHANT SHIPPING ACT,  
1876.

## — No. 1. —

(M. 11,740.)

Board of Trade to India Office and Colonial Office.

Board of Trade, Whitehall Gardens,  
24 August 1876.

Sir,

I AM directed by the Board of Trade to call the attention of the Secretary of State to the Merchant Shipping Act, 1876, and to suggest that it should at once be forwarded to (*each of the Colonies\**) the Government of India.

\* Colonial Office.

Some of the clauses will have operation throughout the Empire, and some in the United Kingdom only.

As regards those which have operation in the United Kingdom, it will be observed that in clauses 6 and 7, which provide for the detention of unseaworthy ships in the United Kingdom, provision is made for appointing as assessors of the Court of Survey, which, when differences arise, will have to decide the case, persons to be recommended by the Governments of the different British Possessions.

It will probably be well to wait till the machinery of these courts is more complete than it is at present before attempting to put this provision into operation; and the Board of Trade will communicate again on the subject.

By clause 17 provision is made enabling Her Majesty by Order in Council to make certificates, granted after survey in British Possessions abroad, of equal validity in the United Kingdom with certificates of survey granted in the United Kingdom under the Merchant Shipping Acts, so that unnecessary surveys may be dispensed with. The Board of Trade will be ready to inquire and report to Her Majesty upon any application made under this section.

Under section 23, space occupied by deck cargo is to be measured and charged for. Detailed instructions under this section are in preparation, and will be sent to the Secretary of State.

The special attention of the Governments of the Provinces (if any) from which timber is shipped to this country (*the British Possessions in North America, and of any other British Possession from which timber is exported*)†, should be called to clause 24 prohibiting the importation into the United Kingdom of certain deck loads of timber in the winter months, and ample notice of this enactment should be given to persons interested in ships and shipping of these Possessions.

† Colonial Office.

The remainder of the sections of this Act require no special comment from this Board.

I have, &amp;c.

(signed) T. H. Farrer.

The Under Secretary of State,  
India Office.The Under Secretary of State,  
Colonial Office.



— No. 2.—

(M. 12,436.)

India Office to Board of Trade.

Sir,

India Office, 9 September 1876.

IN reply to your letter of the 24th ultimo (M. 11,740), I am directed by the Secretary of State for India in Council to acquaint you that copies of the Merchant Shipping Act of 1876 will be at once forwarded to the Government of India with instructions to make generally known such of its provisions as have force in that country, or are of interest to persons therein trading with the United Kingdom.

A copy of your letter will also be submitted for the information of the Indian Government.

The Assistant Secretary,  
Marine Department, Board of Trade.

I am, &c.  
(signed) *Louis Mallet.*

— No. 3. —

(M. 11,741.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
24 August 1876.

Sir,

39 & 40 Victoria,  
cap. 80.

I AM directed by the Board of Trade to enclose copy of the Merchant Shipping Act, 1876.

Clause 13, with respect to overloading and improper loading of foreign ships in the United Kingdom, and clause 24, with respect to the limitation of the carriage of wood goods as deck cargo in winter, are novel in principle, and it appears to the Board of Trade that it is desirable to give the Governments of foreign countries the earliest possible notice of them.

Clauses 7, 19, 23, and 37, also affect foreign ships, but in a less direct and novel manner.

Under clause 7 it will be possible, should the Government of any foreign country desire it, for the Secretary of State to add any persons to the list of assessors who in the case of an appeal from the Board of Trade Surveyor will assist the judge in determining the case.

Under clause 19, it will be competent to the Board of Trade, under certain conditions, to exempt from survey under the British Acts, foreign ships which have undergone an equivalent survey under their own law in their own ports.

Under clause 23 foreign ships in common with British ships will be measured for deck cargo.

Clause 37 contains a provision of considerable importance. It empowers Her Majesty by Order in Council to apply to foreign ships any of the provisions of the Merchant Shipping Acts. This will enable Her Majesty's Government to offer to foreign countries, in addition to the advantage of the engagement and discharge of crews at mercantile marine offices in this country, the benefit of the same provisions for maintaining discipline and preventing desertion which apply for the time being to British ships, and consequently to offer to those nations which may be willing to give similar facilities to British ships in their ports, the benefit of reciprocity. It appears to the Board of Trade to be

deserving

deserving of consideration whether advantage should not be taken of this clause to re-open negotiations for a consular convention with the United States. This may need different treatment in dealing with different countries, and the Board of Trade will communicate further with the Foreign Office on the subject.

Clause 22, relating to grain cargoes, is a re-enactment of the temporary enactment, 38 & 39 Victoria, chapter 88, section 3, and the Board of Trade propose that Her Majesty's consuls should be instructed that they are to continue to follow the same directions which have already been given to them under that enactment.

Finally, the Board desire to impress upon the Foreign Office the importance of giving the earliest possible notice to foreign Governments of sections 13 and 24, which will come into force, the one on the 1st October next, and the other on the 1st November.

The Under Secretary of State,  
Foreign Office.

I have, &c.  
(signed) *T. H. Farrer.*

*Merchant Ship-  
ping Act, 1875.*

— No. 4. —

(M. 12,578).

Foreign Office to Board of Trade.

Sir,

Foreign Office, 12 September 1876.

WITH reference to your letter of the 24th ultimo, I am directed by the Earl of Derby to transmit to you, for the information of the Board of Trade, a copy of a Circular Despatch which his Lordship has addressed to Her Majesty's Representatives in Maritime Countries, enclosing a copy of the Merchant Shipping Act, 1876.

I also transmit to you a copy of a Circular which Lord Derby has caused to be addressed to Her Majesty's Consuls in accordance with the suggestion contained in your above-mentioned letter, instructing them to follow the same directions in regard to grain cargoes as had already been given to them under sect. 3 of the Act 38 & 39 Vict. c. 88.

The Secretary, Board of Trade.

I am, &c.  
(signed) *T. V. Lister.*

Enclosure 1, in No. 4.

CIRCULAR.

(Commercial.)

Foreign Office, 4 September 1876.

I TRANSMIT to you herewith, for communication to the Government to which you are accredited, a copy of the Merchant Shipping Act which was passed during the last Session of Parliament.

It will be observed that Clause 13 of the Act, with respect to overloading and improper loading of Foreign ships in the United Kingdom, and Clause 24 with respect to the limitation of the carriage of wood as deck cargo in winter, are novel in principle, and they deserve the special attention of Foreign Governments.

Clauses 7, 19, 23, and 37, also affect foreign ships, but in a less direct and novel manner.

Under Clause 7 it will be possible, should the Government of any foreign country desire it, for the Secretary of State to add any persons to the list of assessors, who, in the case of an appeal from the Board of Trade surveyor, will assist the judge in determining the case.

Under Clause 19 it will be competent to the Board of Trade, under certain conditions, to exempt from survey under the British Acts, foreign vessels which have undergone an equivalent survey under their own law in their own ports.

Under Clause 23, foreign ships, in common with British ships, will be measured for deck cargo.

Clause 37 empowers Her Majesty, by Order in Council, to apply to foreign ships any of the provisions of the Merchant Shipping Acts.

Clause 22, relating to grain cargoes, is a re-enactment of section 3 of the temporary enactment 38 & 39 Vict. c. 88, a copy of which was enclosed in my Circular Despatch of this series, dated the 6th of September 1875.

I have, in conclusion, to request that you will point out to the Government to which you are accredited that sections 13 and 24 will come into force, the one on the 1st of October next, and the other on the 1st of November.

I am, &c.  
(signed)

For the Earl of Derby.

Enclosure 2, in No. 4.

CIRCULAR.

(Commercial.)

Sir,

Foreign Office, 4 September 1876.

I AM directed by the Earl of Derby to transmit to you copies of the Merchant Shipping Act, 1876, and I am to call your attention, and that of the vice-consuls within your jurisdiction, to its provisions.

Clause 22 of the above Act, relating to grain cargoes, is a re-enactment of section 3 of the temporary enactment 38 & 39 Vict. c. 88, a copy of which was enclosed in the Circular Despatch from this office of the Commercial series, dated the 2nd of September 1875; and I am to instruct you and the vice-consuls under you to continue to follow the same directions which have already been given to you under that enactment.

Her Majesty's Consul.

I am, &c.  
(signed)

— No. 5. —

(No. 81.)

Board of Trade, Marine Department, October 1876.

### INSTRUCTIONS TO CONSULS.

#### GRAIN CARGOES.

#### MERCHANT SHIPPING ACT, 1876.

CONSULS are authorised to continue to act and to report in cases of grain loading under the 22nd section of the Merchant Shipping Act, 1876, in the same manner as directed under the 3rd section of the Merchant Shipping Act, 1875, by Circular No. 55, issued from this Department on the 22nd April last.

(signed) *Edward Stanhope*, Secretary.  
( „ ) *Thomas Gray*, Assistant Secretary.

— No. 6. —

(M. 12,593.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
10 September 1876.

Sir,

I AM directed by the Board of Trade to transmit to you, to be laid before the Earl of Derby, the accompanying notice on the subject of the tonnage of deck cargo spaces, and to suggest that, should his Lordship see no objection, an intimation



tion of the contents thereof may be forwarded to the Governments of all foreign maritime Countries and States.

The Board of Trade also suggest, for the consideration of the Earl of Derby, that it may be well to invite the Governments of these maritime Countries and States (named in the margin) who have already adopted the English tonnage system for under deck and closed-in spaces, to consider the desirability of extending the measurement of their ships, so as to include the measurement of deck cargo space.

Germany, France,  
Italy, Sweden,  
Spain, Denmark,  
United States,  
Austro-Hungary,  
Netherlands, Nor-  
way.

The Under Secretary of State,  
Foreign Office.

I have, &c.  
(signed) *T. H. Farrer.*

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Enclosure in No. 6.

### MEASUREMENT OF DECK CARGO SPACES.

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MERCHANT SHIPPING ACT, 1876.

(39 & 40 Vict. c. 80.)

THE following is a copy of Section 23 of the above Act:

23. "If any ship, British or foreign, other than home trade ships, as defined by the Merchant Shipping Act, 1854, carries as deck cargo, that is to say, in any uncovered space upon deck, or in any covered space not included in the cubical contents forming the ship's registered tonnage, timber, stores, or other goods, all dues payable on the ship's tonnage shall be payable as if there were added to the ship's registered tonnage the tonnage of the space occupied by such goods at the time at which such dues become payable.

"The space so occupied shall be deemed to be the space limited by the area occupied by the goods and by straight lines enclosing a rectangular space sufficient to include the goods.

"The tonnage of such space shall be ascertained by an officer of the Board of Trade or of Customs, in manner directed by sub-section 4 of section 21 of the Merchant Shipping Act, 1854, and when so ascertained shall be entered by him in the ship's official log book, and also in a memorandum which he shall deliver to the master; and the master shall, when the said dues are demanded, produce such memorandum in like manner as if it were the certificate of registry, or, in the case of a foreign ship, the document equivalent to a certificate of registry, and in default shall be liable to the same penalty as if he had failed to produce the said certificate or document."

The tonnage of the space occupied by deck cargo will, both in the case of British and Foreign ships, be added to the tonnage of the ship. In the case of those countries whose ships are measured under rules similar in principle to the English (Moorsom) system, and whose tonnage certificates are accepted in British ports, there will, as heretofore, be no re-measurement of the under-deck or deck-house tonnage. The ships belonging to other countries will, of course, be re-measured as heretofore, and the deck-cargo space will be added.

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—No. 7. —

(M. 14,435.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 21 October 1876.

I HAVE laid before the Earl of Derby your letter of the 10th ultimo, and I now transmit to you proofs of two Circular Despatches which his Lordship proposes to address to Her Majesty's Representatives in Maritime States, relative to the measurement of deck-cargo-space.

240.

F

I am

I am to request that in laying these papers before the Board of Trade, you will move their Lordships to state whether they concur in the terms of these Despatches, or would wish any or what alteration to be made in them.

The Secretary, Board of Trade.

I am, &c.  
(signed) *T. V. Lister.*

Enclosures in No. 7.

CIRCULAR A.

(Commercial.)

Foreign Office, October 1876.

I TRANSMIT herewith copies of a notice respecting the measurement of deck cargo-space in the case of vessels arriving at or departing from ports in the United Kingdom, which the Board of Trade desire may be communicated to the Government.

I have at the same time to request that you will suggest that the measurement of ships should be made to include the measurement of deck cargo-space.

I have addressed this Despatch to Her Majesty's Representatives in these countries (named in the margin) which have already adopted the English tonnage system for under-deck and closed-in spaces.

For the Earl of Derby.

I am, &c.  
(signed)

CIRCULAR B.

(Commercial.)

Foreign Office, October 1876.

I TRANSMIT herewith copies of a notice respecting the measurement of deck cargo-space in the case of vessels arriving at or departing from ports in the United Kingdom, which the Board of Trade desire may be communicated to the Government to which you are accredited.

For the Earl of Derby.

I am, &c.  
(signed)

— No. 8. —

(M. 14,435.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall,  
3 November 1876.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of Mr. Lister's letter of the 21st ultimo, enclosing proofs of two Circular Despatches proposed to be sent to Her Majesty's Representatives in Maritime States, with reference to the measurement of deck cargo-spaces, and, in reply, to state, for the information of the Earl of Derby, that the Board of Trade concur in the terms of the Despatches in question.

The Under Secretary of State,  
Foreign Office.

I have, &c.  
(signed) *G. J. Swanston.*

— No. 9. —

(M. 17,158.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
1 January 1877.

Sir,

I AM directed by the Board of Trade to state, for the information of the Earl of Derby, that in order to prevent unnecessary delay and inconvenience in measuring the deck cargo space of vessels in accordance with the provisions of Section 23 of the Merchant Shipping Act, 1876, they have decided to accept from the owners of foreign-going ships clearing outwards from ports in the United Kingdom in form of declaration, stating the maximum amount of space that will be occupied by deck cargo, and on this amount the light dues will be charged.

I am further to state that this form of declaration may have to be produced to Her Majesty's Consular Officer and to the Customs or other officers at the port of arrival abroad, and the Board would therefore suggest that Her Majesty's Consuls should be informed accordingly.

The space on board foreign-going ships, both British and foreign, arriving in the United Kingdom with deck cargoes, is measured on arrival; but it would greatly facilitate measurement here if foreign ships could be provided with a form equivalent to the Form "Surveys 104"\* on clearing outwards from their own ports, and if an entry thereof were made in the official log or other national papers of the ship. It may be well if Lord Derby concurs to represent this to the Governments of Foreign Maritime Countries and States.

\* For Form "Survey 104," see page 47.

The Under Secretary of State,  
Foreign Office.

I am, &c.  
(signed) Thomas Gray.

— No. 10. —

(M. 683.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, 12 January 1877.

I HAVE laid before the Earl of Derby your letter of the 1st instant, inclosing forms of declaration, to be delivered to shipmasters on their arrival at, or departure from, ports of the United Kingdom to the surveyors of the Board of Trade, showing the maximum amount of deck space on board the vessels occupied by cargo.

I am directed by his Lordship, in reply, to state to you, for the information of the Board of Trade, that as regards the first of the above-named certificates, he will in accordance with their Lordships' desire cause copies of the same to be communicated to Her Majesty's Consuls abroad.

With respect, however, to the suggestion in your letter, that Foreign Governments should be invited to furnish their ships clearing for England with a form of certificate similar to the second of those inclosed by you, I am to state that Lord Derby would be glad in the first instance to learn from the Board of Trade the exact amount of benefit which foreign ships bound for ports in the United Kingdom will derive from the proposed formality; that is, whether the foreign official certificate will be accepted as conclusive or only *prima facie* evidence of the correctness of the measurement therein specified, and whether the production of the certificate will save delay and expense to the foreign ship.

The Secretary, Board of Trade.

I am, &c.  
(signed) Julian Pauncefote.



— No. 11. —

(M. 683.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
19 January 1877.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 12th instant, having reference to the Board's suggestion that foreign ships clearing for England should be furnished with a form of certificate similar to that inclosed in the Board's letter of the 1st instant, and asking what would be the advantage accruing to vessels from their being furnished with such a certificate.

In reply, I am to state, for the information of the Earl of Derby, that the advantage of this arrangement would be that at the port of loading notice would be taken of the amount of space occupied by deck cargo, and that the proposed document would not only very greatly facilitate matters on the vessel's arrival in this country, but would serve as a useful check on measurements here.

The Under Secretary of State,  
Foreign Office.

I am, &c.  
(signed) Thomas Gray,

— No. 12. —

(M. 17,158.)

Board of Trade to Colonial Office.

Board of Trade, Whitehall Gardens,  
1 January 1877.

Sir,

I AM directed by the Board of Trade to state, for the information of the Earl of Carnarvon, that in order to prevent unnecessary delay and inconvenience in measuring the deck cargo space of vessels in accordance with the provisions of Section 23 of the Merchant Shipping Act, 1876, they have decided upon adopting the following arrangements:—

With regard to vessels clearing outwards from ports in the United Kingdom considerable difficulties have arisen, especially in the case of small quantities of deck cargo taken in at the last moment. The Board of Trade have therefore determined upon accepting a form of declaration from the owners of the ships, stating the maximum amount of deck cargo they intend carrying, and this statement will as a general rule be acted on, and in the absence of ground for suspicion, be acted on without requiring the deck cargo space to be measured in this country. With respect to vessels clearing inwards at ports in the United Kingdom, the deck cargo space will be measured by the Customs' officer who boards the ship, and he will give a form to the master of the ship stating the tonnage of the space in question, and will make an entry of the same in the official log-book.

The dues will be charged in the case of ships clearing outwards on the declaration form Surveys 104 a, \* and in the case of ships clearing inwards on the form Surveys 104.\*

\*For Form "Surveys 104" and "104a," see pp. 47 and 48.

The Board of Trade have issued the necessary instructions to their officers in this country, and have requested the Commissioners of Her Majesty's Customs to instruct the officers of the Customs whose duty it will be to measure the deck cargo space of each foreign-going vessel upon its arrival in the United Kingdom. The details of the practice will be found in the instructions and forms accompanying this letter.

The Board suggest that the Governments of the several Colonies should be informed of the arrangements that have been made, so that they may, if necessary and desirable, be able to follow a similar course.

The

The Board would further suggest that the officers of Customs in each of the Colonies should be instructed to report to the Board of Trade any case in which a ship arrives in the Colony from the United Kingdom carrying deck cargo in excess of the amount stated in form (Surveys 104a), in order that the necessary steps may be taken in the matter.

The Board of Trade would also suggest that if any Colonial Government adopts the plan thus adopted in this country, and issues a form equivalent to the form herein inclosed to ships leaving the Colony for the United Kingdom, and also causes the necessary entries to be made in the official log, it will greatly facilitate the measurement of the deck cargo space on arrival in the United Kingdom.

The Under Secretary of State,  
Colonial Office.

I am, &c.  
(signed) *Thomas Gray.*

— No. 13. —

M. 364.)

Colonial Office to Board of Trade.

Sir,

Downing-street, 6 January 1877.

I AM directed by the Earl of Carnarvon to request that you will state to the Board of Trade that his Lordship will address a Circular Despatch to the Governors of Colonies enclosing a copy of your letter of the 1st instant, relative to the arrangements adopted for measuring the deck cargo space of vessels in accordance with the provisions of Section 23 of the Merchant Shipping Act, 1876, and will call attention to the importance of uniformity of practice in carrying out the provisions of the section of the Act referred to, and will request the Governors of Colonies to report at their earliest convenience what action their Governments have taken in the matter.

I am, &c.  
(signed) *Robert G. W. Herbert.*  
The Assistant Secretary,  
Marine Department, Board of Trade.

— IV. —

MERCHANT SHIPPING ACT, 1876.

CORRESPONDENCE BETWEEN THE BOARD OF TRADE AND  
BOARD OF CUSTOMS CONCERNING THE MEASUREMENT OF  
DECK CARGOES AND DETENTION OF UNSAFE SHIPS IN THE  
UNITED KINGDOM.

— No. 1. —

(M. 11,916.)

Board of Trade to Board of Customs.

Board of Trade, Whitehall Gardens,  
2 September 1876.

Sir,

WITH reference to the provisions as to deck cargoes in Sections 23 and 24 of the Merchant Shipping Act, 1876, I am directed by the Board of Trade to request you to be good enough to move the Commissioners of Her Majesty's Customs to cause the necessary instructions to be issued to collectors, so that this Board's surveyors may be furnished with the name, official number, and place of any ship

other than home trade ships, about to leave, or which arrives at any port or place in the United Kingdom with deck cargo after the 1st October next.

On completion of the inspection of such ships, collectors will receive a memorandum.

The Act comes into operation on the 1st October next.

The Secretary to the  
Commissioners of Customs, Custom House.

I am, &c.  
(signed) *Thomas Gray.*

— No. 2. —

(M. 12,549.)

Board of Customs to Board of Trade.

Sir,

London, 12 September 1876.

HAVING submitted to the Board of Customs your letter of the 2nd instant (M. 11,916), requesting on behalf of the Board of Trade that with reference to the provisions of 23rd and 24th sections of the Merchant Shipping Act of the present year, arrangements may be made in this Department for furnishing the Board of Trade surveyors at the various ports with the name, official number, and place of any ship, other than home trade ships, about to leave or arriving at any port or place in the United Kingdom with deck cargo after the 1st proximo, I am directed to state that the deck cargo of a vessel is generally removed immediately on arrival at her moorings, and that for the outward voyage goods are shipped on board until the last moment before the vessel's departure, and that from these circumstances some difficulty is apprehended in giving to the officers of the Board of Trade such information of the arrival and departure of vessels carrying cargo on deck, as will enable them to take the measurement of such cargo.

The Board of Customs desire, however, to meet the views of the Board of Trade in the matter, and they would therefore suggest that an officer from your department practically acquainted with the subject, should be directed to communicate personally with the Controller of the Outdoor Department of Customs in the Port of London, Mr. John Thorpe, at his office here, with a view to the consideration of the best arrangements for giving effect to the Act referred to.

The Assistant Secretary,  
Marine Department, Board of Trade.

I am, &c.  
(signed) *J. B. Hale.*

— No. 3. —

(M. 12,549.)

Board of Trade to Board of Customs.

Sir,

Board of Trade, Whitehall Gardens,  
27 September 1876.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 12th instant respecting the arrangements to be made as to the measurement of deck cargo space required by the provisions of Section 23 of the Merchant Shipping Act, 1876, and in reply to state, for the information of the Commissioners of Her Majesty's Customs, that in addition to the suggestions contained in the letter from this department of the 2nd instant, the Board of Trade would now propose that the officers of the Customs should undertake the measurement of such space in respect of all ships, other than home trade ships, carrying cattle, as such ships commence to discharge the cattle, as soon after arrival in port as possible, and do not ship cattle on the outward voyage until the ship is on the point of leaving.

I am



I am to add that the officers of Customs will of course have to carry out the measurement of deck cargo space in respect of all vessels (except home trade vessels) at those ports where there are no Board of Trade surveyors.

The Secretary to the  
Commissioners of Customs, Custom House.

I am, &c.  
(signed) *Thomas Gray.*

— No. 4. —

(M. 12,970.)

Board of Trade to Board of Customs.

Board of Trade, Whitehall Gardens,  
22 September 1876.

Sir,

I AM directed by the Board of Trade to request you to be good enough to draw the attention of the Commissioners of Her Majesty's Customs to the provisions of Section 24 of the Merchant Shipping Act, 1876, relative to the carriage of deck loads. This section is as follows :—

“24. After the first day of November One thousand Eight hundred and Seventy-six, if a ship, British or foreign, arrives between the last day of October and the sixteenth day of April in any year at any port in the United Kingdom from any port out of the United Kingdom, carrying as deck cargo, that is to say, in any uncovered space upon deck, or in any covered space not included in the cubical contents forming the ship's registered tonnage, any wood goods coming within the following descriptions; that is to say,

Penalty for carrying  
deck loads of timber  
in winter.

“(a.) Any square, round, waney, or other timber, or any pitch pine, mahogany, oak, teak, or other heavy wood goods whatever; or

“(b.) Any more than five spare spars or store spars, whether or not made, dressed, and finally prepared for use; or

“(c.) Any deals, battens, or other light wood goods of any description to a height exceeding three feet above the deck;

the master of the ship, and also the owner, if he is privy to the offence, shall be liable to a penalty not exceeding five pounds for every hundred cubic feet of wood goods carried in contravention of this section, and such penalty may be recovered by action or on indictment or to an amount not exceeding one hundred pounds (whatever may be the maximum penalty recoverable) on summary conviction.

Provided that a master or owner shall not be liable to any penalty under this section—

“(1.) In respect of any wood goods which the master has considered it necessary to place or keep on deck during the voyage on account of the springing of any leak, or of any other damage to the ship received or apprehended; or

“(2.) If he proves that the ship sailed from the port at which the wood goods were loaded as deck cargo at such time before the last day of October as allowed a sufficient interval according to the ordinary duration of the voyage for the ship to arrive before that day at the said port in the United Kingdom, but was prevented from so arriving by stress of weather or circumstances beyond his control; or

“(3.) If he proves that the ship sailed from the port at which the wood goods were loaded as deck cargo at such time before the sixteenth day of April as allowed a reasonable interval according to the ordinary duration of the voyage for the ship to arrive after that day at the said port in the United Kingdom, and by reason of an exceptionally favourable voyage arrived before that day.

“Provided further, that nothing in this section shall affect any ship not bound to any port in the United Kingdom which comes into any port of the United Kingdom under stress of weather, or for repairs, or for any other purpose than the delivery of her cargo.”

With a view to enabling the Board to carry into effect the provisions of the above-quoted section, I am to request you to move the Commissioners of Her Majesty's Customs to cause such instructions to be issued to their officers at the various ports and creeks as will ensure information being at once given to the principal officer of the Board of Trade for the district, or in the event of there being no principal officer at or near the place, to the nearest of their surveyors, of the arrival or departure of any ship having as deck cargo any timber, in contravention of that section, so that steps may be taken to ascertain whether or not proceedings for the recovery of the penalties are necessary.

I am, &c.  
(signed) *Thomas Gray.*

The Secretary to the  
Commissioners of Customs, Custom House.

— No. 5. —

(M. 13,280)

Board of Trade to Board of Customs.

Board of Trade, Whitehall Gardens,  
29 September 1876.

Sir

WITH reference to their letter of the 27th instant, I am directed by the Board of Trade to enclose 150 copies of instructions prepared by them with reference to the measurement of space occupied by deck cargo,\* and I am to suggest that, if possible, a copy be sent to each collector at the principal ports by to-morrow's post, calling attention to paragraphs 7, 8, and 9. Additional copies of the circular will be sent from this Board during the course of to-morrow.

\* See Circular 77,  
page 46.

I am, &c.  
(signed) *Thomas Gray.*

The Secretary to the  
Commissioners of Customs, Custom House.

— No. 6. —

(M. 13,355)

Board of Customs to Board of Trade.

Sir,

London, E.C., 30 September 1876.

WITH reference to your letter of yesterday's date, I am desired by the Commissioners of Customs to acquaint you, for the information of the Board of Trade, that in accordance with the request therein contained the copies of "Instructions for measuring space occupied by deck cargo on board of foreign-going ships" have been issued by the officers of this Department at the several outports in the United Kingdom.

I beg to enclose herewith copies of two further orders which have been issued this day relative to certain sections of the Merchant Shipping Act, 1876, as requested in previous letters from your Department.

I am, &c.  
(signed) *J. B. Hale.*

The Assistant Secretary,  
Marine Department, Board of Trade.

Enclosure 1 in No. 6.

Sir,

Custom House, London, 30 September 1876.

I AM desired by the Board to transmit, for your information and guidance, with reference to their General Order of this day's date, No. 86—1876, the enclosed copy of instructions which have been prepared by the Board of Trade for measuring space occupied by deck cargo on board foreign-going ships.

The Collector.

I am, &c.  
(signed) *Jno. Smith.*

See Circular, No. 77,  
page 46.

Enclosure 2, in No. 6.

Sir,

Custom House, London, 30 September 1876.

IN accordance with a request made to this Board by the Board of Trade, and with a view to give effect to Sections 23 and 24 of the Merchant Shipping Act, 1876, I am desired to instruct you, with reference to the 23rd Section of the Act, to give immediate information to the said surveyor of the Board of Trade at your port (should such officer have been appointed) of the name, official number, and place of discharge of any ship, other than ships carrying cattle, which may arrive with deck cargo at your port, or any creek or station within the limits thereof, on and after the 1st October next; also to give similar information in regard to any ship which may clear outwards with deck cargo; ships in the home trade are excluded in both cases from the operation of the section.

Specimens of forms upon which the information may be given are annexed, and you are to apply in the usual manner for such supply thereof as you may require.

In these cases, after information given, the Board of Trade surveyor will measure the space occupied by the deck cargo, and will otherwise proceed in accordance with the provisions of the section.

At ports and creeks where a Board of Trade surveyor has not been appointed, an officer of Customs is to measure the space occupied by the deck load, and to carry out the other provisions of the section above mentioned.

An officer of Customs is to measure the space occupied by the deck cargo in cattle ships, both inwards and outwards, whether or not a Board of Trade surveyor may be stationed at the port.

With respect to the 24th Section, you are to report to the principal officer of the Board of Trade for the district, or, in the event of there being no principal officer at or near the place, to the nearest of their surveyors, the arrival or departure from your port of any ship having as deck cargo any timber in contravention of the 24th Section last mentioned, so that steps may be taken to ascertain whether or not proceedings for the recovery of the penalties therein provided are necessary. The space occupied by the deck cargo is to be measured by an officer of Customs should a surveyor of the Board of Trade not be stationed at the port.

The Collector  
at

I am, &c.  
(signed) Jno. Smith.

Sub-Enclosure in Enclosure 2, in No. 6.

A LIST of SHIPS which have Cleared Outwards from the Port of \_\_\_\_\_, this  
day of \_\_\_\_\_ 187 .

Name of Ship and Official Number.	Dock or Station at which Loaded.	Destination.	Observations.

Custom House. (signed) \_\_\_\_\_

Custom House, Port of \_\_\_\_\_,  
day of \_\_\_\_\_ 187 .

INFORMATION of the Arrival in this Port of a British or Foreign Ship, other than Home Trade Ships, carrying Deck Cargo, with reference to the 23rd and 24th Sections of the Merchant Shipping Act, 1876.

Date of Arrival.	Dock or Station where Lying.	Ship's Name and Official Number.	Master.	Port or Place from whence Arrived.	Description of Deck Cargo.	Observations.

Signature \_\_\_\_\_

Designation \_\_\_\_\_

To the Surveyor of the Board of Trade,  
Port of \_\_\_\_\_.



## Enclosure 3, in No. 6.

Sir,

Custom House, London, 30 September 1876.

I AM desired by the Board to transmit, for your information and government, the accompanying extracts of Instructions which have been prepared by the Board of Trade for the guidance of the principal or other officers of that Department having powers of detention of unsafe ships under the Merchant Shipping Act, 1876 (39 & 40 Vict. c. 80), which will come into operation on the 1st proximo.

The provisions of the Act relating to this subject are contained in Sections 6, 12, 13, 34, and 35.

The Collector, at

I am, &c.  
(signed) Jno. Smith.

## Sub-Enclosure in Enclosure 3, in No. 6.

EXTRACTS of INSTRUCTIONS to Principal or other Officers of the Board of Trade, having Powers of Detention under the Merchant Shipping Act, 1876 (39 & 40 Vict. c. 80).

## BRITISH SHIPS.

EVERY order by the officer that a ship be provisionally detained for the purpose of being surveyed, should be made on Form "Surveys 84 a."

Having made his order, and having kept a correct duplicate of it, the officer should send the Form 84 a, with the proper division filled up, and accompanied by the Form 85 a containing a written statement of the grounds of the ship's detention, to the principal officer of Customs for the port, leaving him to see that service is legally effected, as required by the 35th Section of the Act. If in any case, with a view to save time, the officer thinks it advisable to depart from this rule, and does not send the order for detention to the Customs officer to be served, he may send the Forms 84 a and 85 a to one of his own staff, or to any officer of coast guard, for the purpose, and should inform the collector in due course. He should then, immediately on completing Form 85 a, fill up the report on Form 84 b, and send it to the Board of Trade.

If the surveyor or surveyors, or where a person has been appointed on behalf of the owners to accompany the surveyors, the surveyor or surveyors and such person report that the ship is not unsafe, the officer will at once order her release. He will then send the reports and papers to the Board of Trade, stating on Form "Surveys 84 b" the action he has taken.

## FOREIGN SHIPS.

The officer has also power, under Section 13 of the Merchant Shipping Act, 1876, to detain a foreign ship; but this power is confined, in the case of foreign ships, to cases of overloading or improper loading, and then only applies when all or any part of the cargo is taken on board at a port in the United Kingdom, and is, whilst at that port, unsafe by reason of overloading or improper loading.

The officer will proceed in the case of foreign ships by using the same forms as in the case of British ships, but he will, in addition, also serve on the nearest consular officer of the State to which the ship belongs a copy of his provisional order of detention; for this purpose it will be sufficient if he sends in a covering letter a copy of the Form "Surveys 82 a" with the first part filled in.

## GENERAL.

The officer will observe from the Act and the above Instructions that he can, under circumstances which necessitate immediate action, (a) order a ship to be provisionally detained; (b) order her to be surveyed; (c) order her to be released on survey; but he cannot order the release of a ship the Board of Trade have provisionally detained; nor can he make a final order for the detention of any ship whether he has provisionally detained her or not.

— No. 7. —

(M. 13,778.)

Board of Customs to Board of Trade.

Sir,

London, E. C., 9 October 1876.

WITH reference to Mr. Gray's letter of the 29th ultimo, and previous correspondence, relating to the provisions of the Merchant Shipping Act, 1876, as regards deck cargoes, I am desired by the Commissioners of Her Majesty's Customs to transmit herewith, for the information of the Lords of the Privy Council for Trade, and such instructions as their Lordships may see fit to issue thereon, copy of a report from the Assistant Collector of this Revenue in London, in which he states that several applications have been made by masters of vessels or their brokers, for a receipt of payment of light dues on the registered tonnage of the vessel, at the same time stating that they brought deck cargoes inwards, but that it was all landed before being measured, and they have no memorandum to produce.

In like manner, as regards vessels going outwards to foreign parts, brokers have at the time of paying light dues outwards, stated that deck cargo would subsequently be shipped in the passage down the river.

In either case the collector is of opinion that he has no power to demand extra dues, or to withhold a receipt for payment of the dues on the registered tonnage of the vessel, &c., and the Board concur in this opinion.

The Secretary, Board of Trade.

I am, &c.  
(signed) *J. B. Hale.*

Enclosure in No. 7.

COPY of REPORT of the Assistant Collector of Customs in London, dated 6 October 1876.

Honourable Sirs,

By Section 23, Merchant Shipping Act, 1876, dues are made payable on the space occupied by deck cargo under certain regulations, and the General Orders 86-87—1876, contains instructions for measuring the space so occupied. On completion of the measurement the surveyor is to deliver a memorandum to the master, and forward a copy to the collector at the port, and the master of the vessel is bound under penalty to produce such memorandum in like manner as if it were the certificate of registry, or document equivalent thereto in case of a foreign ship, where the dues are demanded.

Several applications have been made by masters of vessels or their brokers at the light office, in the long room, for a receipt of payment of light dues in the ordinary manner on the registered tonnage of the vessel, at the same time stating that they brought deck cargoes inwards, but that it was all landed before being measured, and they have not any memorandum to produce.

I submit that in such cases I have no authority to demand extra dues, or to withhold a receipt for payment of the dues on the registered tonnage of the vessel, in the absence of the memorandum from the proper officers of the measurement of such deck cargoes.

With respect to vessels going foreign, the brokers of some of such have stated at the time when paying the light dues outwards, that deck cargo would subsequently be shipped in the passage down the river. In such cases I do not consider I have any power to demand extra dues, or to withhold a receipt for payment of the dues on the registered tonnage of the vessel without which they could not obtain clearance.

Under these circumstances I request the Board will be pleased to give me instructions how to proceed.

(signed) *F. Rich*, Assistant Collector.

— No. 8. —

(M. 13,778.)

Board of Trade to Board of Customs.

Board of Trade, Whitehall Gardens,  
28 October 1876.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 9th instant, transmitting, by the desire of the Commissioners of Her Majesty's Customs, copy of a report from the Assistant Collector in London, on the subject of the payment of light dues on the deck cargoes of vessels clearing inwards and outwards at the Port of London; in reply, I am to state, for the information of the Commissioners of Her Majesty's Customs, that the Board were under the impression that homeward bound vessels were invariably boarded at the earliest possible moment by Customs' officers. If this is the case, the Board would be glad to know whether the difficulty could be met by these officers taking the necessary measurements before any part of the cargo is removed from the deck.

In the case of deck cargoes of vessels clearing outwards there appears to be considerable difficulty. It has occurred to the Board, however, whether the object of the Legislature might not be obtained, and shipping at the same time put to the least inconvenience, by the space being measured by the last Customs' officer on board, and the tonnage entered in the log, and the balance of dues applied for by him at the time; or in the event of difficulty in such an arrangement, by a deposit to cover the dues on the proposed deck cargo being taken at the time of payment of tonnage dues; the balance to be returned when the certificate of actual measurement is produced, and I am to request that you will move the Commissioners to favour the Board with their observations on this point.

I am, &amp;c.

The Secretary to the Commissioners  
of Her Majesty's Customs, Custom House.

(signed) *G. J. Swanston.*

— No. 9. —

(M. 14,971.)

Board of Customs to the Board of Trade.

Sir,

London, E. C., 3 November 1876.

In reply to your letter of the 28th ultimo (M. 13,778), referring to previous correspondence on the subject of the payment of light dues on the deck cargoes of vessels clearing inwards and outwards in the Port of London, and proposing plans for the measurement of such cargoes by the officers of this Department, both as regards inwards and outwards cargoes, as well as for ensuring the payment of the dues in the latter case, I am directed by the Board of Customs to state, for the information of the Board of Trade, that the measurement of deck cargo spaces on board vessels arriving at, or departing from, the Port of London, could not be made by the officers of the Customs generally, without distinction, in the manner suggested in your letter; but that other arrangements may be made under which the duty can be performed by properly qualified officers without serious inconvenience to the service, so far as regards vessels inwards; and should the Board of Trade approve of the deck cargo spaces on board all vessels arriving in London being measured by the Customs' officers, this Board will give directions to carry the arrangement into effect. For this purpose notice of at least a week or ten days should be given, in order that the officers may be properly instructed in the duty, and supplied with measuring tapes.

With regard to the proposed measurement of the deck cargo spaces on outward bound vessels being made, as suggested in your letter, by the "last Customs' officer" on board, I am to observe that such term is most indefinite, and might possibly apply to an extra out-door officer, who would be quite incompetent for the duty; and I am thereupon to suggest that the arrangement stated in my letter of the 30th ultimo, for giving more frequent and full information of the

departure



departure of vessels carrying deck cargo, may be tested for a short time before any further alteration is made on that part of the subject.

The Assistant Secretary,  
Marine Department, Board of Trade.

I am, &c.  
(signed) *J. B. Hale.*

— No. 10. —

(M. 13,691.)

Board of Trade to Board of Customs.

Board of Trade, Whitehall Gardens,  
21 October 1876.

Sir,

I AM directed by the Board of Trade to state, for the information of the Board of Customs, that they find that their present surveying staff will not, at all times, be large enough to carry out the duties of measuring space occupied by deck cargoes, under Section 23 of the Merchant Shipping Act, 1876, even at ports where a permanent staff of Board of Trade surveyors are stationed.

In these circumstances I am to request that you will be good enough to move the Board of Customs to inform this Board whether it would be possible for them to permit the inferior staff of Customs' officers to undertake this duty of measuring deck cargoes at any time when the district principal Board of Trade officer or local surveyor requires extra assistance, and makes application to the collector for that purpose.

The Secretary to the  
Commissioners of Customs, Custom House.

I am, &c.  
(signed) *G. J. Swanston.*

— No. 11. —

(M. 14,535.)

Board of Customs to Board of Trade.

Sir,

Custom House, London, 24 October 1876.

I HAVE submitted to the Commissioners of Her Majesty's Customs your letter dated 21st instant, stating that the Board of Trade find that their present surveying staff will not at all times be large enough to carry out the duties of measuring space occupied by deck cargoes, and signifying the request of their Lordships to be informed whether it would be possible for this Board to permit the inferior staff of Customs officers to undertake the duty of measuring deck cargoes at any time when the district principal Board of Trade officer or local surveyor requires extra assistance, and makes application to the collector for that purpose.

The Board desire me again to express their readiness to assist the Board of Trade in carrying into effect the provisions of the Merchant Shipping Act. They, however, fear that a compliance with the request now made to them would frequently place the collectors of Customs in a very difficult position, inasmuch as they must either refuse to comply with the demand of the Board of Trade surveyor, or subject the Customs service to inconvenience by removing officers from their proper duty.

The same cause, namely, the arrival of several vessels at one time, which would create a pressure upon the staff of the Board of Trade, would also require the full employment of the revenue officers in their proper duties for the protection of the revenue, and the collectors in such cases could not meet the wishes of the Board of Trade surveyor without exposing the revenue to danger.

The Board of Customs would much prefer to undertake the entire measurement of deck cargo space at any port where the staff of the Board of Trade is insufficient to undertake the additional work that is now required. In that case the collector would not be subject to the uncertain demands of another department, but would be able to make his own arrangements for the performance of all the necessary duties; and if the Board of Trade would favour this Board with a list of the ports at which their Lordships desire that the measurement of deck cargo

space should be entirely entrusted to the officers of Customs, this Board will issue instructions for giving effect to their Lordships' wishes.

Any additional expense which may at times be absolutely incurred will necessarily be charged to the Board of Trade.

The Assistant Secretary,  
Marine Department, Board of Trade.

I am, &c.  
(signed) *J. B. Hale.*

— No. 12. —

(M. 17,158.)

Board of Trade to Board of Customs.

Board of Trade, Whitehall Gardens,  
29 December 1876.

Sir,

WITH reference to your letter of the 24th of October last, stating that the Commissioners of Her Majesty's Customs would much prefer that the entire measurement of deck cargo space should be entrusted to their officers rather than that the collectors should be subjected to the uncertain demands of another department, I am directed by the Board of Trade to state for the information of the Commissioners, that, after due consideration, they have decided that it will be best to adopt this suggestion, and that they will therefore be glad if the Commissioners will be so good as to cause instructions to be issued to their officers, informing them that from the 1st January next they are to perform the whole of this duty at all the ports in the United Kingdom.

I am, however, to state further, for the information of the Commissioners, that the Board of Trade have determined upon accepting a Form of Declaration from the owners of ships clearing outwards, which will dispense with the measurement of their deck cargo spaces; and this arrangement will, the Board hope, materially lighten the amount of work to be done. The master of every foreign ship carrying deck cargo outwards should be requested by the officer of Customs last on board the ship to produce the Form of Declaration referred to (Form Surveys, 104 *a*), in order that the officer may compare the statement and receipt in that form with the actual space occupied by deck cargo on board, reporting to the Board of Customs any cases in which space is occupied in excess of the quantity for which tonnage dues have been paid. If deck cargo is on board, and no Form "Surveys, 104 *a*," is produced by the master, it will then be necessary for the Customs' officer to make the measurement.

With respect to vessels clearing inwards, the Board would suggest that, should the Commissioners see no objection, the Customs officer, on boarding a ship, should at once, or as soon as possible, measure the deck cargo space, without waiting for any application from the owner, agent, or master of the ship, and should deliver to the master of the vessel a Form Surveys, 104, and should also make an entry of the amount of the tonnage of the space in the official log-book.

The Secretary to the  
Commissioners of Customs, Custom House.

I have, &c.  
(signed) *Thomas Gray.*

— No. 13. —

(M. 17,584.)

Board of Customs to Board of Trade.

Custom House, London,  
30 December 1876.

Sir,

HAVING laid before the Board of Customs your letter of the 29th instant (M. 17,158), wherein you state that the Board of Trade have decided to adopt the suggestion made in Mr. Hale's letter of the 24th October last, that the entire measurement of deck cargo space should be entrusted to the officers of this Department rather than that the Collectors of Customs should be subjected to uncertain demands for the services of some of their officers, as assistance might be required by the Board of Trade surveyors, and intimating that the Board of Trade wish instructions to be issued to the officers of Customs, to the effect that

from



from the 1st January 1877 they are to perform the whole of this duty at all the ports of the United Kingdom; the Board of Customs direct me to point out, in reply, the difference between the proposal made by them in their secretary's letter of the 24th October last, above referred to, and the arrangement which they are now requested to carry out at a single day's notice. In the Board of Customs' letter of October, it was stated that they would prefer to undertake the entire measurement of deck cargo spaces at any port where the staff of the Board of Trade was insufficient to undertake the additional work now required, and that the Board of Customs would give the necessary instructions, provided they were furnished with a list of the ports at which it was desired that officers of Customs should undertake the entire measurement duty.

The proposal of the Board had reference to a limited number of ports, whereas the Board of Trade now request that the officers of Customs may perform the duty at all the ports in the United Kingdom.

In the letter from this Department of the 3rd ultimo, it was moreover stated that the Board of Customs would give directions for the measurement by their officers of the deck cargo spaces of vessels inwards at the port of London, provided that notice of at least a week or 10 days were given of the alteration, in order that the officers might be properly instructed.

I am now desired to acquaint you, for the information of the Board of Trade, that the Board of Customs are quite unable to make the necessary arrangements either in London or at the out-ports, for undertaking the duty in question from the date proposed, but that they will take steps with a view of giving effect to the wishes of the Board of Trade at as early a date as may be practicable, and will communicate further with the Board of Trade on the subject.

I am, &c.

(signed)

*Jno. Smith,*

Assistant Secretary.

The Secretary, Board of Trade.

— No. 14. —

(M. 17,584.)

Board of Trade to Board of Customs.

Board of Trade, Whitehall Gardens,

1 January 1877.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 30th ultimo, stating, by direction of the Commissioners of Her Majesty's Customs, that they are unable to make the necessary arrangements for the measurement of deck cargo space by their officers from the 1st instant, but that they will take steps with a view of meeting the wishes of the Board of Trade at as early a date as possible.

In reply, I am to state, for the information of the Commissioners, that the Board quite concur that the necessary time must be given for arrangements to be made, and that they have altered their public notice in the "Shipping Gazette," and their instructions, accordingly.

I am, &c.

(signed)

*Thomas Gray.*

The Secretary to the  
Commissioners of Customs, Custom House.

— No. 15. —

(M. 389.)

Board of Customs to Board of Trade.

Sir,

London, E.C., 8 January 1877.

WITH reference to the letter from this Department, dated the 30th ultimo, in reply to your letter of the 29th preceding (M. 17,158), with respect to pending arrangements for the measurement of deck cargo space, to meet the requirements of the Merchant Shipping Act of 1876, I am now directed to acquaint you, for the information of the Board of Trade, that the Board of Customs are prepared to undertake the measurement by officers of Customs of



deck cargo space at all ports in the United Kingdom from a date to be hereafter fixed, and to carry out, as far as possible, the suggestions contained in your letter of the 29th ultimo above referred to.

The Board of Customs, however, do not anticipate that any great advantage to the Crown will arise from the acceptance of a Form of Declaration to be made by the owners of ships clearing outwards, as to the space occupied by deck cargo on board the exporting vessel, inasmuch as the officer of Customs, to whom the Declaration will be produced, must take some measurements in order to compare, with any pretensions to accuracy, the statement contained in the Form of Declaration, with the actual space occupied by the deck cargo, and the owners will probably prefer to obtain the actual measurement from the officers than to make a guess at the same for themselves.

\* For copy of Form,  
see page 50.

The Board propose to discontinue the Form No. 105,\* which is now sent to the principal surveyor for tonnage, as the measurements taken by the officers of Customs will be entered in the official book of the ship, and will be checked in the usual manner. They also propose to instruct the officers at the several ports that the "Return of the number of vessels measured for space occupied by deck cargoes," referred to in Mr. Swanston's letter of the 22nd November last, should no longer be sent to the officers of the Board of Trade.

The Board of Customs would, however, be glad to know whether the Board of Trade will require, under the new arrangement, any, and, if so, what returns from this Department, and whether the Board of Trade will provide measuring tapes and forms for recording the measurements when taken.

† For Circular,  
No. 79, see page 51.

The Board of Customs would also refer to the fee which the Board of Trade, by Circular No. 79,† required to be charged, together with expenses, upon the measurement of deck cargo space in any vessel. In a letter dated the 19th October last, No. 389, to the Board of Trade, this Board stated that they had been advised that there was no provision in the Merchant Shipping Act which made shipowners liable to pay the fee in question, and that they had directed the collector of Customs at Borrowstoness, pending further instructions, not to make any change upon that account.

The Board have not received any communication from the Board of Trade on this subject, and in the absence of any such communication, they consider that they would not be justified in directing their officers to continue to charge the fee or expenses.

The Secretary, Board of Trade.

I am, &c.  
(signed) J. B. Hale.

— No. 16. —

(M. 389.)

Board of Trade to Board of Customs.

Board of Trade, Whitehall Gardens,  
11 January 1877.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 8th instant, having reference to the pending arrangements for the measurement of deck cargo spaces by the Customs officers, and stating that the Commissioners of Her Majesty's Customs do not anticipate any great advantage to the Crown from the acceptance of the Form of Declaration to be made by the owners of ships clearing outwards.

In reply, I am to state, for the information of the Commissioners, that the Board of Trade are of opinion that the Crown will not reap any advantage by the acceptance of the declaration in question, but that great inconvenience and delay will thereby be avoided to the trade, and the shipowners will be benefited accordingly. This Board are fully confirmed in their view of the case, as they have recently received numerous complaints of the detention of ships owing to the impossibility of getting the deck cargo space measured before the time when the light dues ought to be paid and clearance obtained.

‡ For copy of Form,  
see page 50.

The Board entirely concur in the proposal of the Commissioners to discontinue the use of Form "Surveys, No. 105,"‡ and they also agree that the returns of the number of vessels measured for space occupied by deck cargoes need no longer be sent to the officers of this department. The Board of Trade would, however, suggest that a list should be kept at the Customs of the names, and amounts of tonnage

tonnage of deck cargo spaces, of all vessels actually measured by the Customs' officers.

With respect to the supply of measuring tapes, forms, &c., as this expense will have to be paid out of a public vote, this Board think it is immaterial by which department they are supplied, and if the Commissioners prefer doing it, the Board will raise no objection. Measuring tapes and appliances are still supplied by Messrs. Tree as they were when the admeasurement of tonnage was performed by officers of Customs.

As regards the fee of 10 s. charged in accordance with the provisions of Section 30 of the Merchant Shipping Act, 1873, I am to point out that Section 39 of the Merchant Shipping Act, 1876, provides that such fees are to be paid to the superintendent of a mercantile marine office, at such time and in such manner as the Board of Trade may from time to time direct, and the Board therefore concur with the Commissioners that the Board of Customs would not be justified in directing the officers of Her Majesty's Customs to charge any fee for this service. The superintendents of the Mercantile Marine offices will accordingly be instructed to charge such fees and in such manner, as the Board of Trade, may from time to time direct. Full provision for this is made in the form enclosed in my former letter.

The Secretary to the  
Commissioners of Customs, Custom House.

I am, &c.  
(signed) *T. H. Farrer.*

— No. 17. —

(M. 913.)

Board of Customs to Board of Trade.

Sir,

London, E.C., 17 January 1877.

IN reply to your letter of the 11th instant (M. 389), expressing generally the concurrence of the Board of Trade in the suggestions of the Board of Customs, as conveyed in my letter of the 8th instant, No. 7, in regard to arrangements for the measurement of deck cargo spaces by officers of this department, I am directed to acquaint you, for the information of the Board of Trade, that the Board of Customs will now take steps for bringing those arrangements into effect from the 1st proximo, inclusive.

The Board desire me to add that they will purchase tapes, &c., and charge the cost to the Board of Trade; also that they will not, with reference to the last paragraph of your letter, issue any instructions in regard to the fee directed by the Board of Trade to be charged.

The Secretary, Board of Trade.

I am, &c.  
(signed) *J. B. Hale.*

— No. 18. —

(M. 13,035).

Board of Trade to Board of Customs.

Sir,

Board of Trade, Whitehall Gardens,  
22 September 1876.

I AM directed by the Board of Trade to transmit to you, for the information of the Commissioners of Her Majesty's Customs, the accompanying copy of the Instructions \* which have been prepared, and with a view to carrying into effect the provisions of the Merchant Shipping Act, 1876, as to the detention of unsafe ships. The Act comes into force on the 1st October proximo. The Commissioners of Customs may think it desirable to forward a copy of the whole or part of these Instructions to the various officers of Customs at the ports, with the instructions of the Board of Customs thereupon.

\* See Circular,  
No. 78, page 56.

The Secretary to the  
Commissioners of Customs, Custom House.

I am, &c.  
(signed) *Thomas Gray.*

— No. 19. —

(M. 13,035.)

Board of Trade to Board of Customs.

Board of Trade, Whitehall Gardens,  
23 September 1876.

Sir,

WITH reference to the letter from this Department of the 22nd instant, relative to the Instructions, copy herein enclosed,\* which have been prepared with a view to carrying into effect the provisions of the Merchant Shipping Act, 1876, as to the detention of unsafe ships, I am directed by the Board of Trade to state, for the information of the Commissioners of Her Majesty's Customs, that they are of opinion that it would be desirable on the whole at present that only such portions of the Instructions in question be forwarded to the officers of Customs at the ports as actually refer to the duties of those officers in connection with the detention of unsafe vessels.

\* See Circular,  
No. 78, page 56.

The Secretary to the  
Commissioners of Customs, Custom House.

I am, &c.  
(signed) *Thomas Gray.*

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## — V. —

## MERCHANT SHIPPING ACT, 1876.

INSTRUCTIONS, CIRCULARS, AND FORMS ISSUED BY THE  
BOARD OF TRADE.

## I.—SIGNALS OF DISTRESS.

(No. 73.)

Board of Trade, Marine Department, September 1876.

## INSTRUCTIONS TO SURVEYORS OF PASSENGER STEAMERS AND EMIGRANT SHIPS.

## FLAMES ON THE DECK AND LIFE-BUOY LIGHTS.

The 21st section of the Merchant Shipping Act, 1876, is as follows:—

Every sea-going passenger steamer and every emigrant ship shall be provided to the satisfaction of the Board of Trade,—

Provisions of signals of distress, inextinguishable lights, and life-buoys in passenger steamers and emigrant ships.

(1.) With means for making the signals of distress at night specified in the first schedule to “The Merchant Shipping Act, 1873,” or in any rules substituted therefor, including means of making flames on the ship which are inextinguishable in water, or such other means of making signals of distress as the Board of Trade may previously approve; and

(2.) With a proper supply of lights inextinguishable in water and fitted for attachment to life-buoys.

If any such steamer or ship goes to sea from any port of the United Kingdom without being so provided as required by this section, for each default in any of the above requisites the owner shall, if he appears to be in fault, incur a penalty not exceeding 100*l.*, and the master shall, if he appears to be in fault, incur a penalty not exceeding 50*l.*

Circular No. 508, October 1871, M. 6922, is as follows:—

“The Board of Trade having received favourable reports of ‘Holmes’ Patent Storm and Danger Signal Light’ have, in terms of section 301 (4) of the “Merchant Shipping Act, 1854,” approved of this light as a ‘means of making signals’ for use in ‘sea-going steamships employed to carry passengers.’

“The substitution of a number, not, however, exceeding six in all, of these lights for a like number of blue lights or port-fires in the case of any steamship will therefore not be regarded as failure to comply with the provisions applicable to signals of distress.”

Circular No. 677, November 1873, M. 14,347, is as follows:—

“The Board of Trade have approved of ‘Holmes Patent Storm and Danger Signal Light’ as one of the means of making signals of distress, under the provisions of Section 18 of the ‘Merchant Shipping Act, 1873,’ and of Schedule 1 of the said Act; and the signals alluded to may be passed accordingly.

“This instruction is to be read as a continuation of Circular 508 on the same subject.”

After the 1st October next the surveyors should until further instructions are issued, continue to grant their declarations for sea-going passenger steamers, forms surveys 1, 2, and 3; and their certificates for emigrant ships; provided that there are on board not less than two of the storm and danger signal lights, referred to in Circular 677, and six of the smaller lights of a similar description with means for attaching them to life-buoys.

(signed) *Edward Stanhope*, Secretary.  
( „ ) *Thomas Gray*, Assistant Secretary.

## II.—MEASUREMENT OF DECK CARGO SPACE.

(No. 77.)

Board of Trade, Marine Department, September 1876.

INSTRUCTIONS to SURVEYORS for MEASURING SPACE occupied by DECK CARGO on Board of FOREIGN-GOING SHIPS.

### MERCHANT SHIPPING ACT, 1876.

1. Section 23 of the Merchant Shipping Act, 1876, is as follows:—

Space occupied by deck cargo to be liable to dues.

#### *Deck Cargoes.*

“If any ship, British or foreign, other than home trade ships as defined by the Merchant Shipping Act, 1854, carries as deck cargo, that is to say, in any uncovered space upon deck, or in any covered space not included in the cubical contents forming the ship's registered tonnage, timber, stores, or other goods, all dues payable on the ship's tonnage shall be payable as if there were added to the ship's registered tonnage the tonnage of the space occupied by such goods at the time at which such dues become payable.”

“The space so occupied shall be deemed to be the space limited by the area occupied by the goods and by straight lines inclosing a rectangular space sufficient to include the goods.”

“The tonnage of such space shall be ascertained by an officer of the Board of Trade or of Customs, in manner directed by Sub-section 4 of Section 21 of the Merchant Shipping Act, 1854, and when so ascertained shall be entered by him in the ship's official log-book, and also in a memorandum which he shall deliver to the master, and the master shall, when the said dues are demanded, produce such memorandum in like manner as if it were the certificate of registry, or, in the case of a foreign ship, the document equivalent to a certificate of registry, and in default shall be liable to the same penalty as if he had failed to produce the said certificate or document.”

2. Section 44 of the Merchant Shipping Act, 1876, is as follows:—

“Nothing in this Act shall apply to any vessel employed exclusively in trading or going from place to place in any river or inland water of which the whole or part is situate in any British possession, and the provisions of this Act relating to deck cargo shall not apply to deck cargo carried by a ship while engaged in the coasting trade of any British possession.”

3. It will be seen that Section 23 does not apply to deck cargo on board of home trade ships.

4. The following is an extract from the Merchant Shipping Act, 1854, Section 2, defining home trade ships:—

“Home trade ship shall include every ship employed in trading or going within the following limits, that is to say, the United Kingdom, the Islands of Guernsey, Jersey, Sark, Alderney, and Man, and the Continent of Europe, between the River Elbe and Brest inclusive.”

5. At ports where there is an officer of the Board of Trade, charged with the measurement of ships for tonnage, and where the Board of Trade and Board of Customs have not made other arrangements, the duty of measuring space occupied by deck cargo in foreign-going ships will be performed by that officer.

6. In other cases the duty will be performed by an officer of Customs.

7. When a foreign-going ship, whether British or foreign, is about to leave, or has arrived at any port or place in the United Kingdom with timber, stores, or other goods on deck or in any covered space not included in the cubical contents forming the ship's register tonnage, of which the principal officer of the Board of Trade will be informed by the collector or other officer of Customs, a surveyor should at once be instructed to measure the space as follows; that is to say,—

The surveyor is to measure along the deck the floor or deck space covered by the cargo at its greatest length, and the greatest breadth of the floor or deck space covered by the cargo; he is then to observe and measure the highest point reached by the cargo. He is then to multiply together the greatest length, breadth, and height so taken, and to divide the product by 100, and the quotient is to be deemed to be the tonnage of the space. The measurements are to be taken in feet and tenths. The space occupied is to be deemed to be limited by the extremes of “straight lines inclosing a rectangular space sufficient to include the goods;” and for the measurement of such a space, it is to be remembered, no “means,” such as are mentioned in Sub-section 4 of Section 21 of the Merchant Shipping Act, 1854, are necessary.

8. On completion of the measurement and computation of the space or spaces occupied by cargo, and entry of the tonnage in ship's official log-book, which must be produced on board for the purpose, the surveyor will deliver a memorandum Form "Surveys 104" \* to the master, and forward a copy to the collector at the port where the measurement is made.

9. The formula of measurement Form "Surveys 105," † showing the measurements and computation is to be forwarded to the Principal Surveyor for Tonnage, Board of Trade, Downing-street, London, for test and examination.

10. *Expenses.*—Where these measurements are made by officers of the Board of Trade those officers are to include in their account with the Board a statement of all expenses incurred by them in taking these measurements, and where they are made by officers of Customs the statement of expense will be sent to the collectors of the ports.

(signed) *Edward Stanhope, Secretary.*  
( " ) *Thomas Gray, Assistant Secretary.*

\* For copy of Form Surveys 104, see below.

† For copy of Form Surveys 105, see page 50.

## SURVEYS 104.

## MEMORANDUM.

## CERTIFICATE OF DECK CARGO TONNAGE.

## FOREIGN-GOING SHIP INWARDS.

## MERCHANT SHIPPING ACT, 1876.

*NOTE.*—This Memorandum, made by an Officer of Customs on boarding the Ship on her arrival, or as soon thereafter as possible, is to be produced by the Master of the Ship when Dues are demanded, and when paying off his Crew at the Mercantile Marine Office.

Name of Ship, and Official Number, and Port of Registry.	Sail or Steam.	Owners.	Where from.

Register Tonnage on Certificate of Registry - - - - - tons.

Register Tonnage of Deck Cargo Space - - - - - tons.

I hereby certify that on the                      day of                      187 , I inspected this ship as to the space occupied by deck cargo on this voyage, and find the register tonnage of such space in accordance with the provisions of the Merchant Shipping Act, 1876, to be as above, namely,                      tons, and I have entered a note of the fact in the official log.

Dated at                      this                      day of                      18 .

Officer of Customs appointed to measure such space.

*Note 1.*—This document, when complete, is to be delivered to the Master, who is to produce it, with the Certificate of Registry of the ship, when any dues chargeable on the tonnage of the ship are demanded. The penalty on failure of its production is set forth in section 23 of the Act.

*Note 2.*—It is also to be produced to the Superintendent of the Mercantile Marine Office when the crew are paid off, and a fee of ten shillings is to be paid for it.



## MEASUREMENT OF DECK CARGO SPACE.

SURVEYS 104 a.

Port of \_\_\_\_\_

## DECLARATION AND CERTIFICATE.

## TONNAGE OF SPACE OCCUPIED BY DECK CARGO.

## FOREIGN GOING OUTWARDS.

## MERCHANT SHIPPING ACT, 1876.

NOTE.—*This Declaration is to be filled in by the Owner, Agent, or Master of the Ship carrying Deck Cargo, when payment of Light Dues is tendered to a Collector of Customs on an Outward Voyage.*

Name of Ship, Official Number, and Port of Registry. (1.)	Sail or Steam. (2.)	Net Register Tonnage, as Stated in the Certificate of Registry. (3.)	Where Bound to. (4.)

To the Collector of Customs at the above port.

I hereby declare that the ship named in Column 1 above, and bound to the place or places named in Column 4 above will have deck cargo on board, and that the space occupied by the said deck cargo will not exceed \_\_\_\_\_ cubic feet in contents, which at 100 cubic feet to the register ton gives \_\_\_\_\_ register tons as the space about to be occupied by deck cargo. On the faith of my intention, as stated in this solemn declaration, I ask you to receive payment of light dues on the amount of tons named, viz. \_\_\_\_\_ register tons of deck cargo space.

Dated at \_\_\_\_\_ this \_\_\_\_\_ 187 .

Signed in the presence of \_\_\_\_\_

*State whether Owner, Agent, or Master.*

*Collector.*

## CERTIFICATE.

This is to certify that the person above-named has paid light dues on the amount of deck cargo space above stated.

Dated at the Custom House at \_\_\_\_\_

this \_\_\_\_\_ day of \_\_\_\_\_ 18 .

*Collector.*

## TAKE NOTICE.

- Note.*—(1.) The above Declaration and Certificate are accepted by the Board of Trade for the outward voyage above stated in lieu of a Certificate of Measurement issued under the 23rd section of the Merchant Shipping Act, 1876.
- (2.) This document when completed is to be delivered to the Master, Owner, or Agent, with the receipt for light dues. He is to produce it with the Certificate of Registry of the Ship when any other fees or dues are demanded. The penalty on failure of production is set forth in Section 23 of the Act.
- (3.) It is to be understood that this Certificate of payment of dues, which is issued with the sole object of facilitating the Shipowners' compliance with the provisions of section 23 of the Merchant Shipping Act, 1876, is in no way to be regarded as a certificate that the Ship is fit to carry any deck cargo whatever.
- (4.) The question of unseaworthiness from over or improper loading may or may not arise in this case, but if it does arise, the Board of Trade and their surveyors will deal with the case upon its merits, and entirely unprejudiced by the existence of this Certificate of payment of dues.

Notice 1.—This Form is to be shown to the Customs Officer in the United Kingdom who is last on board the ship on the commencement of the voyage referred to, so that he may compare the statement it contains with the actual amount of deck cargo on board. It will be the duty of that officer to report any discrepancy.

2.—This Form will also have to be produced to Her Majesty's Consular Officer at the port of arrival abroad.

SURVEYS 104 b.

## DECK CARGO SPACES.

## FOREIGN-GOING SHIP.

Name, Port of Registry, and Official No. of Ship.  (1.)	Tonnage.		Voyage.  (4.)
	Gross.  (2.)	Register.  (3.)	

This is certify,

1. THAT no timber, stores, or other goods have been carried during the voyage just ended in any uncovered space upon deck, or in any covered space not included in the contents forming the ship's registered tonnage as shown in Column 3 above.

NOTE.—Obliterate paragraph 1 or 2, as the case may be.

2. That no timber, stores, or other goods will be carried from the United Kingdom during the voyage about to be commenced in any uncovered space upon deck, or in any covered space not included in the ship's registered tonnage as shown in Column 3 above.

Dated at \_\_\_\_\_

this

187—.

State whether Owner, Agent, or Master.

Witness

Superintendent.

Note.—One of these Forms is to be filled up and handed to the Superintendent on the engagement and discharge of a Crew when the Form Surveys 104, or the Form Surveys 104a, is not produced.

## MEASUREMENT OF DECK CARGO SPACE.

SURVEYS 105.

Name of Port  
Date of Measurement

## FORMULA FOR ASCERTAINING DECK CARGO TONNAGE.

MERCHANT SHIPPING ACT, 1876.

*To be sent to the Principal Surveyor for Tonnage.*

Name of Ship.	Sail or Steam.	Port of Registry.	Official Number.

Register Tonnage on Certificate of Registry \_\_\_\_\_ tons.

Deck Cargo Spaces \_\_\_\_\_ tons.

Total - - \_\_\_\_\_ tons.

	Length.	Breadth.	Height.	Products.
No. 1.	x	x	=	
2.	x	x	=	
3.	x	x	=	
4.	x	x	=	
5.	x	x	=	
			100 )	
			Tons	

Signed \_\_\_\_\_ Surveyor.

Examined by \_\_\_\_\_

(No. 86.)

Board of Trade, Marine Department, February 1877.

## INSTRUCTIONS TO SUPERINTENDENTS.

## DECK CARGO SPACES.—FOREIGN-GOING SHIPS.

SUPERINTENDENTS are informed that on and after the 1st February 1877, they should demand from owners, masters, or agents who attend at the Mercantile Marine Office to engage their crews for British foreign-going ships the Form "Surveys 104 a,"\* which contains a statement of the amount of deck cargo space on which dues are payable for the outward voyage; and when owners, masters, or agents of British ships attend to discharge their crews the Superintendent should demand the Form Surveys 104,† which contains a similar statement of dues payable for deck cargo space on the homeward voyage.

In the case of foreign-going ships sailing under a foreign flag the Forms Surveys 104† and 104 a\* will have to be taken specially to the Mercantile Marine Office by the agent or master of the ship.

No fee is to be charged for the Form Surveys 104 a\* "outwards." A fee of 10 s. is to be charged and brought to account for every Form Surveys 104† "inwards."

In any case in which the Form Surveys 104† or 104 a\* is not forthcoming when a crew is about to be engaged or discharged, the Superintendent should obtain a statement on Form 104 b‡ from the owner, agent, or master, to the effect that no timber stores or other goods were carried on deck or in spaces not included in the tonnage.

(signed) Edward Stanhope, Secretary.  
( " ) Thomas Gray, Assistant Secretary.

\* For Copy of Form "Surveys 104 a," see p. 48. † For Copy of Form "Surveys 104," see p. 47.

‡ For Copy of Form "Surveys 104b," see p. 49.



### III.—FEES.

(No. 79.)

Board of Trade, Marine Department, October 1876.

#### INSTRUCTIONS TO SUPERINTENDENTS AND SURVEYORS.

##### FEES FOR MEASURING DECK CARGO SPACE.

IN all cases in which it becomes necessary to measure the deck cargo space in any vessel under the provisions of Section 23 of the Merchant Shipping Act, 1876, a fee of 10 s. should be charged, together with the expenses, if any, incurred by the surveyor. Form "Surveys 6" \* can be used for this purpose.

\* See below.

(signed) Edward Stanhope, Secretary.  
( " ) Thomas Gray, Assistant Secretary.

Port of (1.)

#### \* SURVEYS 6.

APPLICATION for SURVEY or INSPECTION of a  
VESSEL under the MERCHANT SHIPPING OR PASSENGERS  
ACTS.

No. of last Passenger Certif.  
(2.)

NOTE.—When an Owner or Agent wishes to have a Ship or her Boilers or Equipments surveyed or inspected, or drawings of boilers inspected, for any of the purposes provided for by the Merchant Shipping or Passengers Acts, he should fill up this form and pay the specified fee or fees to the Superintendent of a Mercantile Marine Office. The form can be filled up and the fees paid at any time before the survey or inspection that may be convenient to the Owner. In order to prevent delays, in the case of surveys under the Merchant Shipping Acts, at least three days' notice, and in the case of surveys under the Passengers Acts, at least one day's notice, must be given. The surveys or inspections will be made in the order in which the applications are received ; but it must be clearly understood that no survey or inspection will be made until the fees have been paid.

#### (A.)—SHIP.

Name, &c. of Ship to be surveyed or inspected, or to which the Boilers belong. (3.)	Whether Steam or Sailing. (4.)	Tonnage of the Ship to be surveyed, or of the Ship to which the Boilers belong. (6.)		Name and Address of Owners or Agents of Ship or Boilers. (8.)
		Registered.	Gross.	
Name				
Port of Registry, or Port of intended Registry }	Material.	Official No.		Master's Name and No. of his Certificate.
When built      Where built	(5.)	(7.)		(9.)
Classification (if any)				

**ADDITIONAL PARTICULARS IN CASE OF SURVEYS UNDER THE PASSENGERS ACTS.**

Destination and proposed Date of Sailing. (10.)	Passengers on last Voyage.*		Deaths on last Voyage.*	
	Outwards. (11.)	Homeward. (12.)	Outwards. (13.)	Homeward. (14.)
Particulars of Accidents since last Survey (if any.) (15.)		Nature of Cargo on Homeward Voyage. (16.)		

\* Must be given if Vessel has previously cleared under the Passengers Acts.

**(B.)—PLACE, &c. OF SURVEY.**

Place where Ship or Boilers will be ready for Survey, Measurement, or Inspection. (17.)	Date at which Survey, &c. is required. (18.)	Amount of Fee Paid to be entered opposite to the Class of Survey or Inspection applied for. (Obliterate the Classes not Applicable.) (19.)	£. s.
		1. For Passenger Certificate, Merchant Shipping Acts. 2. Emigration Survey, Ordinary - - Special - - 3. Distilling Apparatus - - 4. Measurement of Tonnage - - " Deck Cargoes - - 5. Inspection of Crew Space, &c. - - 6. " Lights, &c. - - 7. " Markings - - 8. " Drawings or Tracings - - 9. For Change of Name - - 10. For Re-registry under Section 6, Merchant Shipping Act, 1873. 11. For Survey of a Vessel before transfer to a Foreign Flag.	

I hereby apply to you, the Superintendent of the Mercantile Marine Office at the Port first named herein (Col. 1), to receive the fees named in Col. 19 (Division B.) above (being in accordance with the scale printed at the back hereof), for the services opposite to which the amounts are entered, and I undertake to pay such expenses and such balance of fees as may be due.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 18 .

(signed) \_\_\_\_\_

*Owner or Agent.*

*NOTE.—When the above particulars have been filled in and the fees named paid, this Form should be taken by the Applicant, or forwarded by the Superintendent, to the Surveyors of Steam Ships or the Emigration Officers of the Port. If it is found that the fee has been miscalculated, any balance will be returned, or charged, as the case may be, to the Applicants.*

**(C.)—SUPERINTENDENT'S ADVICE.**

† Obliterate the words that do not apply.

† To the *Surveyors of Steam Ships* } at \_\_\_\_\_  
           *Emigration Officers*        - }

The fee above named has been paid.

Dated this: \_\_\_\_\_ day of \_\_\_\_\_ 18 .

\_\_\_\_\_ Supt.

\_\_\_\_\_ Port.

## (D.)—SURVEYORS'S NOTATION.

Application has been duly noted.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 18 .

\_\_\_\_\_  
Surveyor or Emigration Officer.

*The Assistant Secretary,  
Marine Department, Board of Trade, S.W.*

NOTE.—When the application for Survey has been noted, this Form should be forwarded to the Board of Trade as soon as possible.

## SCALES OF FEES.

## (1.) Surveys of Steam Ships for Passenger Certificates.

Tons (Register).	Amount of Fee.	Tons (Register).	Amount of Fee.
	£.		£.
100 and under - -	4	1,200 and under 1,500 -	12
Over 100 and not exceeding 300 - - - -	6	1,500   "   1,800 -	14
Over 300 and under 900 -	8	1,800   "   2,100 -	16
900 and under 1,200 -	10	2,100   "   2,400 -	18
2 l. for every additional 300 tons.			

The above scale is for 12 months.

For six months six-twelfths of the fee will be charged, for nine months, nine-twelfths, and so on, at the rate of one-twelfth for each month; but no fee is to be less in amount than three-twelfths.

In all cases of *new* Ships a twelvemonth's fee must be paid, and in no case of an incomplete declaration will less than three-twelfths be charged.

A Steamship may carry passengers not exceeding 12 in number, although she has not been surveyed as a Passenger Steamer, and although she does not carry a Passenger Certificate.

## (2 and 3.) Survey of Emigrant Ships under the Passengers Acts.

Surveys made within Office Hours.	Amount.
	£. s. d.
Ordinary Survey of the Ship and of her Equipments, Accommodation, Distilling Apparatus, Stores, Light, Ventilation, Sanitary Arrangements, and Medical Stores - - - - -	3 - -
Special Survey - - - - -	4 - -
Ditto, entailing unusual attention, from - - - - -	5 - -

(a.) It will be noticed that the fee for the ordinary Survey now includes a Survey of the distilling apparatus. Two visits to the apparatus are included in this fee, provided the inspection is made before the vessel leaves the vicinity of the docks. Where, however, for their convenience, the Owners have the distilling apparatus examined at a distance, say below Blackwall, in the Port of London, or at the Tail of the Bank for the River Clyde, extra expenses will be incurred. This is, however, a matter entirely within the control of Owners.

(b.) A special Survey is, as heretofore, to be deemed to be a Survey requiring more than two visits by the Surveyors or Emigration Officers, or a Survey in cases in which from age or any other circumstance the Emigration Officer has any reasonable grounds for doubting the seaworthiness of the vessel.

(c.) The fee for a special Survey will usually be 4 l., but where the case requires unusual attention and occupies an unusual amount of the Surveyor's time, it will be 5 l. or upwards, according to the special circumstances of the case and the number of visits.

(d.) Under section 18 of the Merchant Shipping Act, 1876, a Passenger Certificate issued under the provisions of the Merchant Shipping Act, 1854, may be taken as sufficient under the Passengers Acts so far as regards the survey of the hull and machinery, but the other requirements of the Passengers Act will have to be carried out and the usual fee and expenses must be paid.

(e.) Where a declaration for 12 months has been granted for a steamship under the Merchant Shipping Acts, the *first subsequent* Survey under the Passengers Acts will be made on the fee of 1 l. being paid for distilling apparatus (subject to the foregoing conditions as to Survey of distilling apparatus), and without other fee for Survey.

(f.) Travelling expenses (if any) and subsistence expenses (if any) due according to the scale authorised by the department will be charged in addition to the fees.



## (4.) Measurement of Tonnage.

Tons (Gross Register).		Amount of Fee.	Tons (Gross Register).		Amount of Fee.
		£. s.			£. s.
Under	50 - - -	1 -	1,200 to 2,000 - - -		6 -
50 to	100 - - -	1 10	2,000 to 3,000 - - -		7 -
100 to	200 - - -	2 -	3,000 to 4,000 - - -		8 -
200 to	500 - - -	3 -	4,000 to 5,000 - - -		9 -
500 to	800 - - -	4 -	5,000 and upwards - - -		10 -
800 to	1,200 - - -	5 -			

The fee for measurement of deck cargo is 10 s.

## (5.) Inspection of the Berthing or Sleeping Accommodation of the Crew.

The fee to be paid on Application for Inspection is 10 s.

A further fee of 10 s. will be charged if more than one visit by the surveyor is necessary.

*The fees for Inspection of Crew Spaces will not be charged if the inspection is made when the vessel is measured for tonnage, but if a second or third visit is necessary for Crew Spaces alone, a fee of 10 s. for each visit will be charged.*

## (6.) Inspection of Lights and Fog Signals.

The fee to be paid on Application for Inspection is 10 s.

A further fee of 10 s. will be charged if more than one visit by the surveyor is necessary.

## (7.) Inspection of the Marking of Vessels.

The fee for a first visit is 10 s., and is to cover all expenses except where application is made by made by owner, when expenses are also to be charged. For any subsequent visit expenses are to be charged, but no further fee.

## (8.) Inspection of Tracings or Drawings.

The fee to be paid when Tracing is submitted for Inspection is 2 l.

This fee will not be charged when the full fee for survey under the Merchant Shipping or Passengers Acts has been paid.

## (9.) Survey for Change of Name.

Fees will be charged in accordance with the scale for a 12 months' passenger certificate. (See Scale No. 1, above.)

## 10. Survey for Re-registry under Section 6, of the Merchant Shipping Act, 1873.

Fees will be charged on the same scale as for change of name. This fee includes the inspection of crew spaces and lights, but does not include measurement for tonnage.

## (11.) Survey of a Vessel before Transfer to a Foreign Flag.

The fee to be charged in cases of survey before transfer to the flag of any of the countries mentioned in Circular No. 20, issued to surveyors in June 1876, is a uniform one of 4 l., inclusive of surveyors expenses.

#### IV.—ASSESSORS.

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(No. 83.)

Board of Trade, Marine Department, December 1876.

#### INSTRUCTIONS to PRINCIPAL OFFICERS of the BOARD of TRADE.

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##### APPOINTMENT of ASSESSORS under Paragraph 5, Section 6, MERCHANT SHIPPING ACT, 1876.

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ASSESSORS have been appointed under Section 7 of the Merchant Shipping Act, 1876, by the Local Marine Boards of various ports, but no bodies of shipowners or merchants have been as yet approved by a Secretary of State under that section, nor are such bodies to be found in many ports, and consequently there are many places where no lists of assessors exist, or are likely to be formed.

For the purposes of the 6th section, sub-section 5, it is important that the remedy there given to the shipowner should not be withheld. The principal officers of the Board of Trade are therefore informed that in all cases where there is no list of assessors, and the owner or master requires, under Section 6, Sub-section 5, an assessor to accompany the Board of Trade Surveyor during his survey, he (the owner or master) should, as a general rule, and in the absence of special objections, be allowed to name one for himself. In case of special objection, or other difficulty, the principal officer should at once communicate by telegram with the Board of Trade.

It should be, however, explained to the owner or master that the appointment of the shipowners' assessors on courts of survey will still rest with the presiding judge.

(signed)      *Edward Stanhope*, Secretary.  
( „ )      *Thomas Gray*, Assistant Secretary.

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## V.—DETENTION OF UNSAFE SHIPS.

(No. 78.)

Board of Trade, Marine Department, September 1876.

INSTRUCTIONS to Principal or other OFFICERS of the BOARD of TRADE having powers of Detention under the MERCHANT SHIPPING ACT, 1876 (39 & 40 Vict c. 80).

A copy of the Act has been forwarded to the officer, with the provisions of which he is assumed to be acquainted.

*British Ships.*

1. The officer has authority to make a Provisional Order for the detention of any British ship in his district for the purpose of being surveyed, if he has reason to believe, on complaint or otherwise, that she is "unsafe," that is to say, that she is, by reason of the defective condition of her hull, equipments, or machinery, or by reason of overloading or improper loading unfit to proceed to sea without serious danger to human life, having regard to the service for which she is intended.

2. The words "having regard to the service for which she is intended," as contained in the first part of Section 6. of the Act, imply that the ship is at the time intended for some service. This makes the powers of interference more narrow than they were under the Merchant Shipping Act of 1873, Section 12, now repealed. In taking action under the Act of 1876 the officer should be guided in this respect by the following general rules, viz:—

(a.) Not generally to interfere with ships which are laid up, and which there is no apparent intention to send to sea:

(b.) If the ship which is laid up is fit for a service in which she is likely to be employed, he should not interfere with her:

(c.) If such ship appears not to be fit for any such service at sea, or for any service on which she is likely to be employed, he should give notice of the case to the Board of Trade.

Practically, the every-day work of detention is by the recent Act generally narrowed down to the cases of ships brought forward for some intended service.

3. Before making any order for the provisional detention of any ship for the purpose of being surveyed, the officer should endeavour, if the report comes from any person outside his staff, to get the Form "Surveys 82 a" \* filled up, completely if possible, but if that is not possible, or if it would cause delay or difficulty, then with such particulars concerning the name, employment, and whereabouts of the ship as can be procured; in every case taking care that the form is signed, and the signature of the informant duly witnessed.

4. If the information is conveyed to the officer from one of the members of the Board of Trade staff, or from an officer of customs or coastguard, or from a receiver of wreck, the signature need not be witnessed.

5. When, from circumstances coming under the observation of the officer himself, he orders the provisional detention of a ship, it will be necessary also to fill up the Form "Surveys 82 a" \* as far as possible, in order that it may be sent to the Board of Trade with the report hereinafter required.

6. In case information concerning the unsafe condition of a ship is sent straight to the Board of Trade, without going through the officer, the Form "Surveys 82" † will be used instead of the Form "Surveys 82 a." †

7. The Forms "Surveys 82" † and "82 a" \* can be obtained free of charge at any of the Mercantile Marine offices, and at the offices of any of the surveyors. Although these forms should always be used when practicable, the Board of Trade and the officer will not ignore complaints made by letter containing the name and address of the writer.

8. Every order by the officer that a ship be provisionally detained for the purpose of being surveyed should be made on Form "Surveys 84 a." †

9. Having made his order, and having kept a correct duplicate of it, the officer should send the Form "Surveys 84 a," † with the proper division filled up, and accompanied by the Form "Surveys 85 a," § containing a written statement of the grounds of the ship's detention, to the principal officer of customs for the port, leaving him to see that service is legally effected as required by the 35th section of the Act. If in any case, with a view to save time, the officer thinks it advisable to depart from this rule, and does not send the order for detention to the customs' officer to be served, he may send the Forms "Surveys 84 a" † and "85 a" § to one of his own staff, or to any officer of coastguard, for the purpose, and

\* See Copy of Form "Surveys 82 a," p. 61.

† See Copy of Form "Surveys 84 a," p. 65.

‡ See Copy of Form "Surveys 82," p. 59.

§ See Copy of Form "Surveys 85 a," p. 68.



and should inform the collector in due course. He should then immediately, on completing Form "Surveys 85 a,"\* fill up the report on Form "Surveys 84 b,"† and send it to the Board of Trade.

10. Having recorded and despatched the Forms "Surveys 84 a,‡ 84 b,† and 85 a,"\* the officer should then from among his staff select and direct a proper and competent person, or in grave cases two persons, to make the survey.

11. The officer should then take the best steps he can by communicating with the owners, agent, or master of the ship, to ascertain at once whether the owners intend to avail themselves of the right (under Sub-section 5 of Section 6) of appointing a person to accompany the surveyor.

12. It will be the duty of the officer to see that the surveyors, with or without a person appointed on behalf of the owners, as the case may be, to proceed with the survey as quickly as possible. And it is expected that the master or owners and their agents, and the person, if any, appointed to accompany the surveyor will do all in their power to facilitate the survey.

13. When the survey is completed the surveyors are to make their report on Form "Surveys 87,"§ and on receipt of that report the officer will take his last independent action in the case as directed in paragraphs 14 and 15 following.

14. If the surveyor or surveyors, or, where a person has been appointed on behalf of the owners to accompany the surveyors, the surveyor or surveyors and such person, report that the ship is not unsafe the officer will at once order her release. He will then send the reports and papers to the Board of Trade, stating on Form "Surveys 84 b"† the action he has taken.

15. If the report be that the ship is unsafe and requires repairs, the officer should at once forward the Surveyor's Report Form "Surveys 87"§ to the Board of Trade, with his own observations and recommendations; and it is of importance that the officer bear in mind that his order for provisional detention is in that case to remain in force. If the person appointed by the master, owner, or his agent to accompany the surveyor or surveyors does not agree in such report, the officer should procure from such person a separate report on Form "Surveys 87a,"|| and forward it with the report and the papers in the case to the Board of Trade.

16. The future stages of the case will be conducted by the Board of Trade, who will communicate with the parties, and send such instructions to the officer, by minute or letter, as the circumstances appear to them to require.

#### *Foreign Ships.*

17. The officer has also power, under Section 13 of the Merchant Shipping Act, 1876, to detain a foreign ship; but this power is confined, in the case of foreign ships, to cases of overloading or improper loading, and then only applies when all or any part of the cargo is taken on board at a port in the United Kingdom, and is whilst at *that* port unsafe by reason of overloading or improper loading.

18. The officer will proceed, in the case of foreign ships, by using the same forms as in the case of British ships, but he will, in addition also, serve on the nearest consular officer of the State to which the ship belongs a copy of his Provisional Order of detention; for this purpose it will be sufficient if he sends in a covering letter a copy of the Form "Surveys 82a"\* with the first part filled in.

19. The officer will make the best arrangements he can to facilitate the survey of the ship, and will if the surveyor or surveyors he appoints, and the person, if any, appointed by the consular officer, agree that she is not unsafe, order her release.

20. If the surveyor or surveyors appointed by the officer report that the ship is unsafe, and whether the person, if any, appointed by the consular officer agrees or not, the officer's Provisional Order of detention remains in force, and the facts, with full particulars, are at once to be reported by the officer to the Board of Trade for instructions.

#### *General.*

21. The above instructions refer to cases in which the officer acts on his own judgment in the provisional detention of a ship without first obtaining instructions from the Board of Trade.

"22. The

\* See Copy of Form "Surveys 85 a," p. 68.

† See Copy of Form "Surveys 84 a," p. 65.

|| See Copy of Form "Surveys 87 a," p. 71.

‡ See Copy of Form "Surveys 84b," p. 66.

§ See copy of Form "Surveys 87," p. 70.

22. The officer will observe from the Act and the above instructions that he can, under circumstances which necessitate immediate action, (a.) order a ship to be provisionally detained; (b.) order her to be surveyed; (c.) order her to be released on survey; but he cannot order the release of a ship the Board of Trade have provisionally detained; nor can he make a final order for the detention of any ship, whether he has provisionally detained her or not.

23. The Board of Trade have also powers of provisional detention; and where they exercise those powers they will instruct the officer of the steps they require to be taken in each case. Where the Board of Trade order provisional detention they will use forms very similar to those referred to above.

24. The Board of Trade may find it necessary in some cases to appoint one of the members of their consultative staff to make the survey, and in such case they will send full information to the local officer, so that facilities for survey may be afforded.

25. In any case in which the officer thinks it desirable that assistance should be obtained from the Board for making a survey of a ship he may have ordered to be provisionally detained, he should at once apply to the Board for such assistance, stating the nature of the questions or difficulties involved. The engineer-in-chief or his assistant, or the principal surveyor of iron, or wooden ships, and his assistants, or such other person as the case may require, will in such case be instructed to take charge of the survey.

26. An officer should never hesitate to apply for assistance from London in any case likely to raise important questions of principle in regard to the strength or construction of the hull, machinery, and boilers of ships.

27. The above instructions are so drawn as to apply to a case in which the officer who has power of detention appoints a surveyor or surveyors, but does not himself survey. It is not, however, intended to preclude the officer himself from surveying, where from the nature of the case and his special qualifications he is competent to do so. Whether he will conduct the survey himself or entrust it to other surveyors, or whether he will, having appointed another surveyor or surveyors, accompany them is a matter which depends upon the special circumstances of the case, and upon which he must use his own discretion.

5 September 1876.

(signed) Edward Stanhope, Secretary.  
( „ ) Thomas Gray, Assistant Secretary.

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*Note.*—For Fees for Surveys of unsafe ships, see Scale of Fees (1), p. 52, Form “Surveys 6.” The Fee for detention of a ship on account of overloading, is 2 *l*.

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## SURVEYS 82.

INFORMATION to be sent to the BOARD of TRADE on first Reporting that a SHIP is UNSAFE.

NOTE 1.—When a complaint is to be made to the Board of Trade that a ship is “unsafe,” it should be made on this Form, which can be obtained at any Mercantile Marine Office free of charge. When this Form is sent in by any officer connected with the Board of Trade, it should be signed as usual. When it is sent in by any other person, the full name and address by the Post must be given.

NOTE 2.—It is not necessary that all the particulars should be filled up, but sufficient information should always be given to enable the Board of Trade to identify and find the ship.

## (A.)—SHIP.

Name, Official Number, and Rig of Ship.  (Col. 1.)	Tonnage.		Where and when Built.  (Col. 4.)	Where Lying.  (Col. 5.)
	Gross. (Col. 2.)	Register. (Col. 3.)		

## (B.)—USUAL EMPLOYMENT OF SHIP.

Port or Place from which Sailing. (Col. 6.)	Port or Place bound to. (Col. 7.)	Nature of usual Cargo. (Col. 8.)	Distance of usual Voyage. (Col. 9.)	Time occupied in usual Voyage. (Col. 10.)
Does Ship go to Sea regularly? (Col. 11.)	Does Ship go to Sea regularly without reference to State of Weather? (Col. 12.)		Does Ship only go to Sea in Fair Weather? (Col. 13.)	
Number of Persons composing Crew, including Master. (Col. 14.)	Are Master and Crew well acquainted with Ship? (Col. 15.)		Are they desirous of going to Sea in her, in her present Condition? (Col. 16.)	

## (C.)—CARGO.

Description and quantity of Cargo, if any. If there is no Cargo on Board the fact should be stated here. (Col. 17.)



## (D.)—GROUNDS ON WHICH THE SHIP IS DEEMED TO BE UNSAFE.

Overloading. (Col. 18.)	Improper Loading. (Col. 19.)	Bad Stowage. (Col. 20.)	Deck Cargo. (Col. 21.)
Defects in Hull. (Col. 22.)	Insufficiency of, or Defects in, Equipments. (Col. 23.)	Defects in Machinery, or Boilers. (Col. 24.)	

## (E.)—EQUIPMENTS.

Number and Size of Boats on Board. (Col. 25.)	Are Boats in good Condition? (Col. 26.)	Are any, and how many, Boats rendered sufficiently buoyant after the manner of a Life Boat? (Col. 27.)	Are the Boats sufficient to save all Hands? (Col. 28.)
Number and Description of Life Buoys on Board. (Col. 29.)		Do they come up to the Regulations? (Col. 30.)	

Here give a general outline of Defects, &c., rendering Ship "unsafe." (Col. 31.)

To the Assistant Secretary, Marine Department, Board of Trade, S.W.

Sir,

I HAVE to inform you that in my opinion the ship named above is unfit to proceed to sea without serious danger to human life, having regard to the service for which she is intended; and I report the facts to you in order that she may be provisionally detained for the purpose of being surveyed.

Dated \_\_\_\_\_

this \_\_\_\_\_ 18

\_\_\_\_\_  
Signature  
of Complainant.

Witness to Signature of Complainant.

\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
} Address of  
Complainant  
by the Post.

Address of Witness by the Post.

\_\_\_\_\_

\_\_\_\_\_

## SURVEYS 823.

INFORMATION to be sent to an Officer appointed by the Board of Trade on first reporting that a SHIP is UNSAFE.

NOTE 1.—When a complaint that a ship is unsafe is to be made to an officer appointed by the Board of Trade, and having power to order the provisional detention of a ship, it should be made on this Form, which can be obtained at any mercantile marine office free of charge. When this Form is sent in by any officer connected by the Board of Trade, it should be signed as usual. When it is sent in by any other person the full name and address by the post must be given.

NOTE 2.—It is not necessary that all the particulars should be filled up, but sufficient information should always be given to enable the Board of Trade to identify and find the ship.

## (A).—SHIP.

Name, Official Number and Rig of Ship.  (Col. 1.)	Tonnage.		Where and when Built.  (Col. 4.)	Where Lying.  (Col. 5.)
	Gross. (Col. 2.)	Register. (Col. 3.)		

## (B).—USUAL EMPLOYMENT OF SHIP.

Port or Place from which Sailing. (Col. 6.)	Port or Place bound to. (Col. 7.)	Nature of usual Cargo. (Col. 8.)	Distance of usual Voyage. (Col. 9.)	Time occupied in usual Voyage. (Col. 10.)
Does Ship go to Sea regularly? (Col. 11.)		Does Ship go to Sea regularly, without reference to state of Weather? (Col. 12.)		Does Ship only go to Sea in Fair Weather? (Col. 13.)
Number of Persons composing Crew, including Master. (Col. 14.)		Are Master and Crew well acquainted with Ship? (Col. 15.)		Are they desirous of going to Sea in her, in her present Condition? (Col. 16.)

## (C).—CARGO.

Description and quantity of Cargo, if any. If there is no Cargo on board, the fact should be stated here.  (Col. 17.)

## DETENTION OF UNSAFE SHIPS.

## (D.)—GROUNDS ON WHICH THE SHIP IS DEEMED TO BE UNSAFE.

Overloading. (Col. 18.)	Improper Loading. (Col. 19.)	Bad Stowage. (Col. 20.)	Deck Cargo. (Col. 21.)
Defects in Hull. (Col. 22.)	Insufficiency of, or Defects in, Equipments. (Col. 23.)	Defects in Machinery or Boilers. (Col. 24.)	

## (E.)—EQUIPMENTS.

Number and Size of Boats on Board. (Col. 25.)	Are Boats in good Condition ? (Col. 26.)	Are any, and how many, Boats rendered sufficiently buoyant after the manner of a Life Boat ? (Col. 27.)	Are the Boats sufficient to save all Hands ? (Col. 28.)
Number and Description of Life Buoys on Board. (Col. 29.)		Do they come up to the Regulations? (Col. 30.)	

Here give a general outline of Defects, &amp;c., rendering Ship unsafe.

(Col. 31.)

To the Officer appointed by the Board of Trade

at \_\_\_\_\_

Sir,

I HAVE to inform you that, in my opinion, the ship named above is unfit to proceed to sea without serious danger to human life, having regard to the service for which she is intended, and I report the facts to you in order that she may be detained for the purpose of being surveyed.

Dated \_\_\_\_\_  
this \_\_\_\_\_ 187 .

Witness to Signature of Complainant

Signature of Complainant.

Address of Witness by the Post

} Address of  
Complainant  
by the Post



## (F.)—REPORT OF DETAINING OFFICER TO BOARD OF TRADE.

IN pursuance of the Merchant Shipping Act, 1876, Section 6, I hereby report that I have made an order that the above ship be provisionally detained for the purpose of being surveyed, and have sent it to the Collector of Customs at \_\_\_\_\_ to be served on the parties.

The Assistant Secretary,  
Marine Department,  
Board of Trade.

Signature \_\_\_\_\_

Date \_\_\_\_\_

NOTE.—If the officer does not order provisional detention, he should forward this Form to the Board of Trade, with a separate letter giving his reasons for not interfering.

---

 MERCHANT SHIPPING ACT, 1876.

## SURVEYS 83.

PROVISIONAL ORDER made by the BOARD OF TRADE in pursuance of the Sixth Section of the above-mentioned Act for the Detention of a Ship in a Port of the United Kingdom.

The Board of Trade have reason to believe that the British Ship named in Division A. at the foot hereof is unsafe.

They therefore order that she be provisionally detained for the purpose of being surveyed by their surveyor at the port named in Column 4, Division B., at the foot hereof, and direct that the following telegram be sent to the Collector of Customs at the port named in Column 5, Division B., at the foot hereof, within whose district the vessel is lying, viz.:—

“ The Board of Trade have reason to believe that the \_\_\_\_\_ ship  
of \_\_\_\_\_ is unsafe. They  
order her to be provisionally detained for the purpose of being surveyed. You are  
instructed to detain her accordingly, and cause this telegram to be produced on  
board as your authority for so doing. Further instructions will follow.”

Given under my hand, this \_\_\_\_\_ day of \_\_\_\_\_ 187 \_\_\_\_.

By order of the Board of Trade.

---

 One of the Assistant Secretaries to the said Board.

## (A.)—SHIP.

Name and Port of Registry. (Col. 1.)	Official Number. (Col. 2.)	Where Lying. (Col. 3.)

## (B.)—PLACE OF SURVEY AND DETENTION.

Port at which Ship is to be surveyed. (Col. 4.)	Collector of Customs within whose District Ship is Lying. (Col. 5.)

## MERCHANT SHIPPING ACT, 1876.

## SURVEYS 84.

INSTRUCTIONS of BOARD of TRADE to an Officer of Customs or Board of Trade for provisionally detaining an Unsafe Ship for the purpose of being Surveyed.

To the Officer of  
at \_\_\_\_\_.

THE Board of Trade have reason to believe that the ship named below is unsafe. They have therefore ordered her to be provisionally detained for the purpose of being surveyed, and you are hereby instructed to detain her accordingly.

The accompanying notification, Form "Surveys 85,"† embodying a written statement of the grounds of the ship's detention, is to be served at once; and the accompanying instruction, Form "Surveys 86,"‡ to the principal officer of this Board is to be forwarded to that officer without delay.

I am to request that in any case you will report to this Board at once.

Given under my hand, this \_\_\_\_\_ day of \_\_\_\_\_ 187 .

By order of the Board of Trade.

One of the Assistant Secretaries to the said Board.

## (A.)—SHIP.

Name and Port of Registry.	Official Number.	Where Lying.

## (B.)—REPORT to Board of Trade by Officer charged with the Service of Notice of Provisional Detention.

Sir,

I HAVE to return to you this paper, and to inform you that the Notice Form "Surveys 85"† has been this day duly served\* \_\_\_\_\_

\* Here state on whom or how served.

See Section 35 of Merchant Shipping Act, 1876.

in accordance with the provisions of the Merchant Shipping Act, 1876, and that the instructions on Form "Surveys 86"‡ has been duly forwarded to the principal officer of the Board of Trade at \_\_\_\_\_.

Dated at \_\_\_\_\_

\_\_\_\_\_  
} Signature and title of officer.

To the Assistant Secretary, Marine Department,  
Board of Trade.

† For copy of Form "Surveys 85," see page 67.

‡ For copy of Form "Surveys 86," see page 69.

## MERCHANT SHIPPING ACT, 1876.

## SURVEYS 84 a.

INSTRUCTIONS of DETAINING OFFICER to an Officer of Customs, or Board of Trade, for the Provisional Detention of an Unsafe Ship for the Purpose of being Surveyed.

NOTE.—At the same time that the Detaining Officer sends this Form to the Serving Officer, he is to be careful to send Form 84 b to the Board of Trade.

To \_\_\_\_\_

at \_\_\_\_\_

I, an officer, having the authority of the Board of Trade to order the provisional detention of unsafe ships, have reason to believe that the ship named below is unsafe, and I hereby order that such ship be provisionally detained for the purpose of being surveyed.

I have therefore to request that you will take the necessary steps for detaining her forthwith, taking care that the accompanying notification (Surveys 85 a), embodying a written statement of the grounds of the ship's detention, is served at once. I am also to request that this Form (84 a) may be returned to me with the division B. filled in.

Given under my hand at \_\_\_\_\_ this \_\_\_\_\_  
day of \_\_\_\_\_

\_\_\_\_\_  
Officer having special authority to order the  
detention of unsafe ships.

## (A).—SHIP.

Name and Port of Registry.	Official Number.	Where Lying.

## (B).—REPORT to Detaining Officer, by Officer charged with serving Notice of Provisional Detention.

Sir,

I HAVE to return to you this paper, and to inform you that the Notice Form "Surveys 85 a" has been this day duly served\* \_\_\_\_\_

\*Here state on whom  
or how served.  
See Section 35 of  
Merchant Shipping  
Act, 1876.

in accordance with the provisions of the Merchant Shipping Act, 1876.

Dated at \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
} Registered  
Title  
of Officer.

To the Principal Officer of the Board of Trade

at \_\_\_\_\_



MERCHANT SHIPPING ACT, 1876.

SURVEYS, 84b.

REPORT made to the BOARD of TRADE by a DETAINING OFFICER who has made an Order for the Detention or Release of a Ship.

SHIP.

Name and Port of Registry and Official Number.	Where Lying.	Grounds of Provisional Detention.
	Within what Port.	

REFERENCE TO FORMER PAPERS IN THE CASE, IF ANY.

(1) and (2) Obliterate words that do not apply.

Sir,  
I HAVE to report to you as follows :—(1.) I have this day given directions to the Collector within the Port where the ship is lying that the above-named ship be detained for the purpose of being surveyed; (2.) I have given directions to the Collector within the Port where the ship is lying that the above-named ship be released on the ground that

Dated at

this 187 .

To the Assistant Secretary,  
Marine Department, Board of Trade.

Detaining Officer.

## MERCHANT SHIPPING ACT, 1876.

## SURVEYS 85.

NOTICE to MASTER under Section 6, Sub-section 2, Merchant Shipping Act, 1876, of Provisional Detention of a Ship as unsafe.

Board of Trade, Whitehall Gardens,  
187 .

Sir,

I AM directed by the Board of Trade to inform you that they have reason to believe that the British ship named below, now or recently lying at the place named, is unsafe. They have therefore ordered that she be provisionally detained for the purpose of being surveyed, and they have given instructions for a competent person to make the survey accordingly.

The survey will commence within 48 hours at latest, unless their principal officer named below hears from you within that time.

If you wish to avail yourself of the provisions of Section 6, Sub-section 5, of the Merchant Shipping Act, 1876 (copy of which sub-section is printed as Notice A, below), you should communicate with their principal officer at \_\_\_\_\_

informing him of the name of the assessor you have selected to accompany the person appointed by this Board to survey the ship. The List of Assessors can be obtained from the superintendent of any mercantile marine office, or from any of the Board of Trade surveyors. The sooner you communicate with the principal officer the better will he be able to facilitate arrangements for survey.

The Board of Trade think it right to inform you that if any person wilfully does, or causes to be done, any act by which the surveyor will be prevented from, or obstructed in, ascertaining the condition of the ship, the offender will, under Section 16 of the Merchant Shipping Act, 1854, and Section 12, Sub-section 5, of the Merchant Shipping Act, 1876, incur a penalty. I am specially to warn you against coating the ship with tar or any substance until the survey is completed.

The Collector of Customs has no power to release the ship if sold to foreigners.

A copy of the surveyor's report and of the further Order of this Board will be sent to you on the completion of survey.

I am, Sir,  
Your obedient servant,

\*The Master of the \_\_\_\_\_

One of the Assistant Secretaries  
to the said Board.

\* See Notice B.  
below as to the  
service of this  
Notice.

## SHIP REFERRED TO IN ABOVE LETTER.

Name and Port of Registry.	Where Lying.	A written Statement of the Grounds of her Detention.†

† Here insert whether by reason (1) of the defective condition of the hull, equipments, or machinery, or (2) of overloading, or (3) of improper loading.

## NOTICE A.

*Sub-section 5, Section 6, of the Merchant Shipping Act, 1876, referred to in the foregoing Letter.*

(5.) Where a ship has been provisionally detained, the owner or master of the ship, at any time before the person appointed under this section to survey the ship makes such survey, may require that he shall be accompanied by such person as the owner or master may select out of the list of assessors for the court of survey (nominated as hereinafter mentioned), and in such case if the surveyor and assessor agree, the Board of Trade shall cause the ship to be detained or released accordingly, but if they differ, the Board of Trade may act as if the requisition had not been made, and the owner and master shall have the like appeal touching the report of the surveyor as is before provided by this section.

## NOTICE B.

35. Where any order, notice, statement, or document requires, for the purpose of any provision of this Act, to be served on the master of a ship, the same shall be served, where there is no master, and the ship is in the United Kingdom, on the managing owner of the ship, or if there is no managing owner, on some agent of the owner residing in the United Kingdom, or where no such agent is known or can be found, by affixing a copy thereof to the mast of the ship.

Any such order, notice, statement, or document may be served by delivering a copy thereof personally to the person to be served, or by leaving the same at his last place of abode, or in the case of a master, by leaving it for him on board the ship with the person being or appearing to be in command or charge of such ship.

Any person who obstructs the service of any order, notice, statement, or document on the master of a ship shall incur a penalty not exceeding ten pounds, and if the owner or master of the ship is party or privy to such obstruction he shall be guilty of a misdemeanor.

#### NOTICE C.

*Sub-section 2 of Section 6 of the Merchant Shipping Act, 1876, is as follows, viz. :—*

(2.) When a ship has been provisionally detained, there shall be forthwith served on the master of the ship a written statement of the grounds of her detention, and the Board of Trade may, if they think fit, appoint some competent person or persons to survey the ship and report thereon to the Board.

### MERCHANT SHIPPING ACT, 1876.

#### SURVEYS 85a.

NOTICE by DETAINING OFFICER to MASTER under Section 6, Sub-section 2, of Provisional Detention of a Ship as Unsafe.

Sir,

187 .

I, AN officer having the special authority of the Board of Trade to order the provisional detention of ships which I have reason to believe to be unsafe, hereby inform you, that I have ordered the ship named below, now or recently lying at the place named, to be provisionally detained as unsafe, and I have given instructions for a competent person to survey her accordingly.

The survey will commence within 48 hours at the latest, unless I hear from you within that time.

If you wish to avail yourself of the provisions of Section 6, Sub-section 5, of the Merchant Shipping Act, 1876 (copy of which sub-section is printed as Notice A. at the back hereof), you should communicate with me, and inform me of the name of the assessor you have selected to accompany the person I have appointed to survey the ship. The list of assessors can be obtained from the superintendent of any mercantile marine office, or from any of the Board of Trade Surveyors. The sooner you communicate with [me]\* [the Principal Officer of the Board of Trade at \_\_\_\_\_], arrangements for survey will be facilitated.

*Note.*—If the Principal Officer orders detention, he should strike out the words ["or the Principal Officer of the Board of Trade at \_\_\_\_\_"].

I think it right to inform you that if any person wilfully does, or causes to be done, any act by which the surveyor will be prevented from or obstructed in ascertaining the condition of the ship, the offender will, under Section 16 of the Merchant Shipping Act, 1854, and Section 12, Sub-section 5, of the Merchant Shipping Act, 1876, incur a penalty. I am specially to warn you against coating the ship with tar or any substance until the survey is completed.

The Collector of Customs has no authority to release the ship if sold to foreigners.

A copy of the surveyor's report, and of the further order made by the Board of Trade thereon, will be sent to you on the completion of the survey.

I am, Sir,

Your obedient Servant,

The Master †  
of the \_\_\_\_\_

\_\_\_\_\_  
Officer having authority to  
order provisional detention.

#### SHIP REFERRED TO IN ABOVE LETTER.

Name and Port of Registry	Where Lying.	A written Statement of the Grounds of her Detention.†

† Here insert whether by reason (1) of the defective condition of the hull, equipments, or machinery, or (2) of overloading, or (3) of improper loading.

† See Notice B.  
as to the service of  
this Notice.



## NOTICE A.

*Sub-section 5, Section 6, of the Merchant Shipping Act, 1876, referred to in the foregoing Letter.*

(5.) Where a ship has been provisionally detained, the owner or master of the ship, at any time before the person appointed under this section to survey the ship makes such survey, may require that he shall be accompanied by such person as the owner or master may select out of the list of assessors for the court of survey (nominated as hereinafter mentioned), and in such case if the surveyor and assessor agree, the Board of Trade shall cause the ship to be detained or released accordingly, but if they differ, the Board of Trade may act as if the requisition had not been made, and the owner and master shall have the like appeal touching the report of the surveyor as is before provided by this section.

## NOTICE B.

35. Where any order, notice, statement, or document requires, for the purpose of any provision of this Act, to be served on the master of a ship, the same shall be served, where there is no master, and the ship is in the United Kingdom, on the managing owner of the ship, or if there is no managing owner, on some agent of the owner residing in the United Kingdom, or where no such agent is known or can be found, by affixing a copy thereof to the mast of the ship.

Any such order, notice, statement, or document may be served by delivering a copy thereof personally to the person to be served, or by leaving the same at his last place of abode, or, in the case of a master, by leaving it for him on board the ship with the person being or appearing to be in command or charge of such ship.

Any person who obstructs the service of any order, notice, statement, or document on the master of a ship, shall incur a penalty not exceeding 10 £., and if the owner or master of the ship is party or privy to such obstruction he shall be guilty of a misdemeanor.

## NOTICE C.

*Sub-section 2 of Section 6 of the Merchant Shipping Act, 1876, is as follows, viz. :—*

(2.) When a ship has been provisionally detained, there shall be forthwith served on the master of the ship a written statement of the grounds of her detention, and the Board of Trade may, if they think fit, appoint some competent person or persons to survey the ship and report thereon to the Board.

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 MERCHANT SHIPPING ACT, 1876.

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 SURVEYS 86.

 INSTRUCTIONS to PRINCIPAL OFFICER for Survey of a Ship Provisionally  
Detained as Unsafe.

The Principal Officer of the Board of Trade  
for the District of \_\_\_\_\_

THE Board of Trade have reason to believe that the ship named below is unsafe. They have therefore ordered that she be provisionally detained for the purpose of being surveyed by a competent person. Unless you hear from the owner, agent, or master within 48 hours after receiving this, that he wishes to avail himself of the provisions of Section 6, Sub-section 5, of the Merchant Shipping Act, 1876, the survey should be proceeded with.

If there is any delay, or any difficulty in getting on with the survey, you should report to this department from day to day so long as the delay is caused, or the difficulty exists. When the survey hereby ordered has been made, a report of the result is to be made to this Board on the Form (Surveys 87), and you will at the same time forward a statement containing the particulars, and amount of all expenses incurred by you. The report must not be sent without the statement of expenses.

Before acting, you, or the surveyor or surveyors appointed to make the survey, should communicate with the Collector of Customs at \_\_\_\_\_ to whom instructions which may affect the above have been sent.

(signed) \_\_\_\_\_

One of the Assistant Secretaries to the said Board.

## DETENTION OF UNSAFE SHIPS.

## (A.)—SHIP.

Name and Port of Registry.	Official Number.	Where Lying.

(B.)—REPORT to the Board of Trade that the preceding Instructions have been noted.

Sir,

I HAVE to report the instructions contained on the other side have been duly noted, and will be acted on.

Dated \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_ } Signature and title of  
 officer.

The Assistant Secretary, Marine Department,  
 Board of Trade.

---

 MERCHANT SHIPPING ACT, 1876.

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 SURVEYS 87.

SURVEYOR'S REPORT to BOARD of TRADE, of Survey of a Ship provisionally detained as Unsafe.

Note 1.—The surveyor or surveyors appointed by the Board of Trade or by their principal local officer, for the purpose of making the survey hereinafter referred to, should sign this report.

Note 2.—If any person was appointed by the owner, &c., under Sub-section 5 of Section 6 of the Act, to accompany the surveyor or surveyors, such person should also sign this report if he concurs.

Note 3.—If any person was appointed by the owner, &c., under Sub-section 5 of Section 6 of the Act, to accompany the surveyor or surveyors, such person should, if he does not concur in this report, send to the principal officer who ordered the survey, or to the Board of Trade if they ordered the survey, a separate report on Form Surveys 87a.

187 .

---

 R E P O R T.

Obliterate such of the words as do not apply.

\*(1.) No person was appointed to accompany me on this survey under Section 6, Sub-section 5, of the Merchant Shipping Act, 1876.

\*(2.) The person appointed to accompany me on this survey, under Section 6, Sub-section 5, of the Act, was Mr. \_\_\_\_\_ of \_\_\_\_\_

\*(3.) The said assessor (does\*) (does not\*) agree with me in the following report, viz. :—

Survey of the Ship

of

O.N.

built at

in the year

tonnage

owner

master

now lying at

(signed) \_\_\_\_\_

## MERCHANT SHIPPING ACT, 1876.

Sub-section 5 of Section 6.

## SURVEYS 87a.

REPORT of a Person selected to accompany the Board of Trade Surveyor or surveyors by an Owner or Master of a Ship provisionally detained as Unsafe.

*Note.*—A person appointed to accompany the surveyor or surveyors should, if he does not agree in their report, make his own report on this form, and send it to the principal officer of the Board of Trade for the district in which the ship is lying.

## R E P O R T.

187 .

Survey of the Ship

of \_\_\_\_\_ O.N. \_\_\_\_\_  
 built at \_\_\_\_\_ in the year \_\_\_\_\_  
 tonnage \_\_\_\_\_  
 owner \_\_\_\_\_  
 master \_\_\_\_\_  
 now lying at \_\_\_\_\_

(signed) \_\_\_\_\_

## M E R C H A N T S H I P P I N G A C T, 1876.

## SURVEYS 88.

REPORT of SURVEY to be served upon Master of Ship declared Unsafe upon Survey  
 Board of Trade, Whitehall Gardens,

Sir, \_\_\_\_\_ 187 .

I AM directed by the Board of Trade to enclose for your information the accompanying copy of a report of the survey of the ship named below, and to state that in their opinion the said ship is unsafe.

The Board desire me to remind you that if you desire to appeal under Section 6, Sub-section 4, of the Merchant Shipping Act, 1876 (copy of which sub-section is printed below), to a court of survey constituted by that Act, it must be made within seven days after the service upon you of the accompanying report.

Unless you appeal within such seven days, the Board of Trade will make their final order for detention.

If you do not intend to appeal, but wish to make the ship seaworthy, and to facilitate any steps for further survey, you will save time and expense by replying at once to that effect.

The Master of the \_\_\_\_\_

I am, Sir,

Your obedient servant,

(signed) \_\_\_\_\_

One of the Assistant Secretaries  
 to the said Board.

## BRITISH SHIP.

(Referred to in above Letter.)

Name and Port of Registry.	Official Number.	Where Lying.

N.B.—Any further communication on this subject should be addressed to the Assistant Secretary, Marine Department, Board of Trade, Whitehall Gardens, S.W.

*Sub-section 4, Section 6, of the Merchant Shipping Act, 1876, referred to in Letter above.*

(4.) Before the order for final detention is made a copy of the report shall be served upon the master of the ship, and within seven days after such service the owner or master of the ship may appeal in the prescribed manner to the Court of Survey (hereinafter mentioned) for the port or district where the ship is detained.



## DETENTION OF UNSAFE SHIPS.

## MERCHANT SHIPPING ACT, 1876.

## SURVEYS 89.

ORDER for FINAL DETENTION made by the BOARD of TRADE in pursuance of the 6th Section of the above-mentioned Act for the Detention of a Ship in a Port of the United Kingdom.

The Board of Trade order that the ship named below be—

- (a.) Finally detained absolutely ;  
 (b.) Finally detained until the performance of the following conditions, viz. :—

Given under my hand, this \_\_\_\_\_ day of \_\_\_\_\_ 187\_\_.

By order of the Board of Trade.

(signed) \_\_\_\_\_

One of the Assistant Secretaries  
to the said Board.

## SHIP.

Name and Port of Registry.	Official Number.	Where Lying.

*Note.*—The Board of Trade have power to vary or add to this Order.

## SURVEYS 106.

## MERCHANT SHIPPING ACT, 1876.

## LOAD LINE OF COASTING VESSELS.

Statement in writing to be sent or delivered to the Collector or other Principal Officer of Customs of the Ship's port of registry, of the distance in feet and inches between the centre of the disc and the upper edge of each of the lines indicating the position of the Ship's decks which is above that centre.

Name, Port of Registry, and Official Number of Ship.	Registered Tonnage.		Distance in Feet and Inches between the Centre of the Disc and the Upper Edge of the	
	Gross.	Net.	First Deck Line above it.	Second Deck Line above it.
Name _____			Feet _____	Feet _____
Port _____			Inches _____	Inches _____
Official No. _____				

To the Collector or Principal Officer of Customs

at \_\_\_\_\_

I send or deliver to you the above statement in pursuance of sub-section 3 of section 27 of the Merchant Shipping Act, 1876.

Dated this \_\_\_\_\_

Owner of the above Ship.

Note 1.—This statement is to be delivered or sent in once in twelve months

Note 2.—For omission the Owner is liable to a penalty not exceeding 100*l*.

Note 3.—It need not be sent in for Ships under 80 tons employed solely in the Coasting Trade.

## R E T U R N

OF ALL

SHIPS ordered by the BOARD OF TRADE, or its OFFICERS, to be PROVISIONALLY DETAINED for SURVEY as UNSAFE, in pursuance of the provisions of the 39th and 40th Victoria, chapter 80, section 6, during the months of OCTOBER, NOVEMBER, and DECEMBER 1876;

TOGETHER WITH A

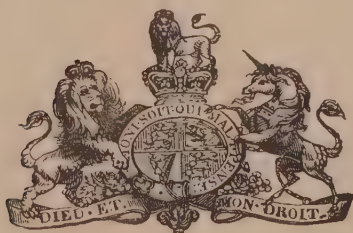
## S U M M A R Y,

SHOWING the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED since the commencement of the Act, distinguishing between those Cases in which the SHIPS were found SAFE, or UNSAFE.

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Presented to both Houses of Parliament by Command of Her Majesty.

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LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,

PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

FOR HER MAJESTY'S STATIONERY OFFICE.

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1877.

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RETURN of all SHIPS ordered by the BOARD OF TRADE or its OFFICERS to be PROVISIONALLY DETAINED for SURVEY as UNSAFE, in pursuance of the provisions of the 39th and 40th Victoria, chapter 80, section 6, during the months of OCTOBER, NOVEMBER, and DECEMBER 1876.

Table 1.—Ships ordered to be provisionally detained as unsafe during the Month of October 1876.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, made safe, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ship.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age, Years.	Class, if any, at Time of Detention.							
Albert	Shields	Sailing	199	34	Not classed	Yarmouth	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Unwilling.
Anna	Leith	Steam	65	1	Not classed	Aberdeen	Board's officer	Defects in hull, equipments, and machinery.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.
Cornucopia	Whitby	Sailing	213	28	Not classed	Whitby	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.
Jessy	Guernsey	Sailing	192	31	Not classed	Ramsgate	Crew	Defective equipments.	Found unsafe	Repaired and released	No appeal	Unwilling.
Mary	West Hartlepool	Sailing	192	31	Not classed	Whitby	Board's officer	Defective hull	Found unsafe	Still detained	No appeal	Expressed no opinion.
Porcia	Whitby	Sailing	136	47	Not classed	Whitby	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Expressed no opinion.
Prince, The	Glasgow	Steam	313	8	* Lloyd's	Middlesbrough	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.
Sarah Maria Ann	Teignmouth	Sailing	118	38	Not classed	Teignmouth	Board's officer	Defective hull	Found unsafe	Still detained	No appeal	Expressed no opinion.
Sceptre	London	Steam	1110	3	90 A 1 Lloyd's	Falmouth	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.
Sensation	Rye	Sailing	189	11	Not classed	Southampton	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Expressed no opinion.
Times	Guernsey	Sailing	292	22	Not classed	North Shields	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.
Villa Franca	London	Sailing	1032	17	A 1 Am. Lloyd's	London	Board's officer	Defective hull	Found unsafe	Dismantled	No appeal	Expressed no opinion.
Viscount Cuning	Liverpool	Sailing	700	21	Not classed	Leith	Board's officer	Defective equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.
Water Lily	Waterford	Sailing	147	20	Not classed	Waterford	Board's officer	Defective hull	Found unsafe	Still detained	No appeal	Expressed no opinion.
Zephyr	Dundee	Sailing	114	33	Not classed	Dundee	Board's officer	Defective hull	Found unsafe	Converted into a lighter	No appeal	Expressed no opinion.

Table 2.—Ships ordered to be provisionally detained as unsafe during the Month of November 1876.

NAME.	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, made safe still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ship.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age, Years.							
Beaumanoir -	Liverpool	Sailing	254	10	Falmouth -	A seaman on board.	Defective equipments.	Found unsafe	Still detained	No appeal	Unwilling.
Bonnie Kate -	Hull	Steam	539	6	North Shields	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Unwilling.
Concord -	Dublin	Sailing	90	39	Newry	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.
Cordelia -	Teignmouth	Sailing	99	59	Teignmouth	Board's officer	Defective hull	Found unsafe	Owner, before detention, expressed his intention to lay vessel up, and detention was withdrawn.	No appeal	Willing.
Crighton -	London	Steam	808	4	Cardiff	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.
Derby -	Aberystwith	Sailing	257	10	Falmouth	Crew	Defective hull	Found unsafe	Repaired and released	No appeal	Unwilling.
Fanny Forester -	Faversham	Sailing	113	19	Yarmouth	Board's officer	Defective hull and equipments.	Found unsafe	Dismantled	No appeal	No crew.
Ferrifer -	Dundee	Steam	47	1	Middlesbrough	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Unwilling.
Fred -	Cardiff	Sailing	78	23	Donegal	Board's officer	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Expressed no opinion.
Mary -	Wells	Sailing	153	40	Yarmouth	Board's officer	Defective hull and equipments.	Found unsafe	Dismantled	No appeal	Expressed no opinion.
Telegraph -	London	Sailing	357	22	Falmouth	Crew	Defective hull	Found unsafe	Repaired and released	No appeal	Unwilling.
Victoria -	Teignmouth	Sailing	95	38	Teignmouth	Board's officer	Defective hull	Found unsafe	Will be broken up	No appeal	No crew.
William Dawson -	Middlesbrough	Steam	167	4	Middlesbrough	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.

Table 3.—Ships ordered to be provisionally detained as unsafe during the Month of December 1876.

NAME.	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, made safe and released, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ship.
	Port of Registry.	Sailing or Steam.	Registered or Tonnage.	Age. Years.							
Bat -	-	Liverpool	-	90 A1 Lloyd's	-	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.
Cleveland -	-	Swansea	-	A1 Lloyd's	Queenstown	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Expressed no opinion.
Eliza -	-	Fowey	-	Not classed	Falmouth	Board's officer	Defective hull	Found unsafe	Still detained	No appeal	Expressed no opinion.
Falcon -	-	London	-	A1 Lloyds	Queenstown	Board's officer	Defective equipments.	Survey pending	Still detained	-	Expressed no opinion.
Georgiana -	-	Padstow	-	Not classed	Barnstaple	Board's officer	Defective hull and equipments.	Found unsafe	Will be broken up	No appeal	Expressed no opinion.
Harriet -	-	London	-	A1 Am. Lloyd's	London	Board's officer	Defective equipments and instruments and proper stowage.	Found unsafe	Still detained	No appeal	Expressed no opinion.
Hotspur -	-	Newcastle	-	A1 Lloyd's	Plymouth	Board's officer	Defective hull, equipments, and machinery.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.
Island Home	-	Sunderland	-	Not classed	London	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Unwilling.
Jason -	-	Rye	-	Not classed	Leith	Crew	Defective hull	Survey pending	Still detained	No appeal	Unwilling.
Lightning -	-	London	-	Not classed	Dublin	Board's officer	Defective machinery.	Found unsafe	Still detained	No appeal	Expressed no opinion.
Mangerton	-	Glasgow	-	Not classed	Queenstown	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Expressed no opinion.
Medway -	-	London	-	Not classed	Teignmouth	Board's officer	Overloading and defective hull.	Found unsafe	Lightened, repaired, and released.	No appeal	Willing.
Mizpah -	-	Newcastle	-	90 A1 Lloyd's	Ardrossan	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.
Napoli -	-	Glasgow	-	A1 Am. Lloyd's	Milford	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Unwilling.
Nimroud -	-	London	-	Not classed	Queenstown	Board's officer	Defective hull	Found unsafe	Still detained	No appeal	Willing.
Nina -	-	Rochester	-	Not classed	Southampton, afterwards Sunderland	Board's officer	Defective hull and equipments.	Survey pending	Still detained	No appeal	Expressed no opinion.
Norbiton -	-	London	-	90 A1 Lloyd's	N. Shields	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.
Ossian -	-	Yarmouth	-	Not classed	Leith	Board's officer	Defective hull	Found unsafe	Still detained	No appeal	Unwilling.
Sweet Home	-	Youghal	-	Not classed	Cork, afterwards Youghal.	Board's officer	Defective hull	Survey pending	Still detained	No appeal	Expressed no opinion.
Tolka -	-	Dublin	-	100 A1 Lloyd's	Whitehaven	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.
Utile -	-	London	-	Am. Lloyd's	Plymouth	Board's officer	Defective hull	Found unsafe	Still detained	No appeal	Expressed no opinion.
Victory -	-	Newcastle	-	A1 Lloyd's	North Shields	Crew	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Unwilling.



## SUMMARY

Showing the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED since the commencement of the Act, distinguishing between those Cases in which the SHIPS were found SAFE, OR UNSAFE.

### I.—Alleged defects in hull, equipments, or machinery.

DESCRIPTION OF SHIP.	Ships reported by												Total Number of Ships reported as defective.			
	Government Officers.				Crews.				Other Persons.				Found safe.	Found unsafe.	Survey pending.	TOTAL.
	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.				
Steam Ships (iron)	-	1	-	1	-	-	-	-	-	-	-	-	-	1	-	1
Steam Ships (wood)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sailing Ships (iron)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sailing Ships (wood)	-	28	3	31	-	5	1	6	-	-	-	-	-	33	4	37
TOTAL	-	29	3	32	-	5	1	6	-	-	-	-	-	34	4	38*

### II.—Alleged cases of overloading or improper loading.

DESCRIPTION OF SHIP.	Ships reported by												Total Number of Ships reported as overladen.			
	Government Officers.				Crews.				Other Persons.							
	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.
Steam Ships (iron)	-	11	-	11	-	-	-	-	-	-	-	-	-	11	-	11
Steam Ships (wood)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sailing Ships (iron)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sailing Ships (wood)	-	1	-	1	-	-	-	-	-	-	-	-	-	1	-	1
TOTAL	-	12	-	12	-	-	-	-	-	-	-	-	-	12	-	12*

\* Of the 50 ships ordered to be provisionally detained as unsafe during the quarter ended 31st December 1876, 32 were classed.

Marine Department, Board of Trade,  
February 1877.

THOMAS GRAY.

# RETURN

OF ALL

SHIPS ordered by the BOARD OF TRADE, or its OFFICERS, to be PROVISIONALLY  
DETAINED as UNSAFE, in pursuance of the provisions of the 39th and 40th  
Victoria, chapter 80, section 6, from 1st OCTOBER 1876 to 31st MARCH 1877;

TOGETHER WITH A

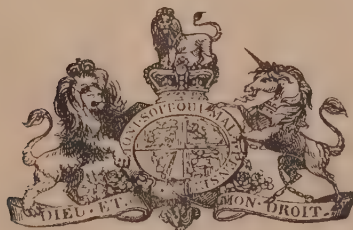
## SUMMARY,

SHOWING the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED since the  
commencement of the ACT, distinguishing between those Cases in which the  
SHIPS were found SAFE, or UNSAFE.

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Presented to both Houses of Parliament by Command of Her Majesty.

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FOR HER MAJESTY'S STATIONERY OFFICE.

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1877.

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Table 1.—Ships ordered to be provisionally detained as unsafe during the Month of October 1876.

SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded, and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ship.					
NAME.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.								Class, if any, at Time of Detention.				
Albert	-	Shields	-	199	34	Not classed	-	Yarmouth	-	Board's officer	-	Defective hull	-	Repaired and released	No appeal	Unwilling.
Anna S.S.	-	Leith	-	111-65	1	Not classed	-	Aberdeen	-	Board's officer	-	Defects in hull, equipments, and machinery.	-	Repaired and released	No appeal	Expressed no opinion.
Cornucopia	-	Whitby	-	213	28	Not classed	-	Whitby	-	Board's officer	-	Defective hull and equipments.	-	Repaired and released	No appeal	Expressed no opinion.
Jessy	-	Guernsey	-	192	81	Not classed	-	Ramsgate	-	Crew	-	Defective equipments.	-	Repaired and released	No appeal	Unwilling.
Mary	-	West Hartlepool	-	192	31	Not classed	-	Whitby	-	Board's officer	-	Defective hull	-	Repaired and released	No appeal	Expressed no opinion.
Porcia	-	Whitby	-	186	47	Not classed	-	Whitby	-	Board's officer	-	Defective hull	-	Repaired and released	No appeal	Expressed no opinion.
Prince S.S., The	-	Glasgow	-	498-813	8	* A Lloyd's	-	Middlesbrough	-	Board's officer	-	Overloading	-	Lightened and released	No appeal	Expressed no opinion.
Sarah Maria Ann	-	Teignmouth	-	118	38	Not classed	-	Teignmouth	-	Board's officer	-	Defective hull	-	Repaired and released	No appeal	Expressed no opinion.
Sceptre S.S.	-	London	-	1718-1110	3	90 A 1 Lloyd's	-	Falmouth	-	Board's officer	-	Overloading	-	Lightened and released	No appeal	Expressed no opinion.
Sensation	-	Rye	-	189	11	Not classed	-	Southampton	-	Board's officer	-	Defective hull	-	Repaired and released	No appeal	Expressed no opinion.
Times	-	Guernsey	-	292	22	Not classed	-	North Shields	-	Board's officer	-	Overloading	-	Lightened and released	No appeal	Expressed no opinion.
Villa Franca	-	London	-	1082	17	A 1 Am. Lloyd's	-	London	-	Board's officer	-	Defective hull	-	Dismantled	No appeal	Expressed no opinion.
Viscount Canning	-	Liverpool	-	700	21	Not classed	-	Leith	-	Board's officer	-	Defective equipments.	-	Repaired and released	No appeal	Expressed no opinion.
Water Lily	-	Waterford	-	147	20	Not classed	-	Waterford	-	Board's officer	-	Defective hull	-	Repaired and released	No appeal	Expressed no opinion.
Zephyr	-	Dundee	-	114	33	Not classed	-	Dundee	-	Board's officer	-	Defective hull	-	Converted into a lighter	No appeal	Expressed no opinion.

Table 2.—Ships ordered to be provisionally detained as unsafe during the Month of November 1876.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded, and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ship.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Time of Detention.							
Beaumanoir	-	Liverpool	-	Sailing	257	10	-	Falmouth	-	Defective equipments.	Found unsafe	Unwilling.
Bonnie Kate S.S.	-	Hull	-	Steam	827-589	6	-	North Shields	-	Overloading	Found unsafe	Unwilling.
Concord	-	Dublin	-	Sailing	90	39	-	Newry	-	Defective hull and equipments.	Found unsafe	Expressed no opinion.
Cordelia	-	Teignmouth	-	Sailing	99	59	-	Teignmouth	-	Defective hull	Found unsafe	Willing.
Crighton S.S.	-	London	-	Steam	1255-808	4	-	Cardiff	-	Overloading	Found unsafe	Expressed no opinion.
Derby	-	Aberystwith	-	Sailing	257	10	-	Falmouth	-	Defective hull	Found unsafe	Unwilling.
Fanny Forester	-	Faversham	-	Sailing	113	19	-	Yarmouth	-	Defective hull and equipments.	Found unsafe	No crew.
Ferrier S.S.	-	Dundee	-	Steam	85-47	1	-	Middlesbrough	-	Overloading	Found unsafe	Unwilling.
Fred	-	Cardiff	-	Sailing	78	23	-	Donegal	-	Defective hull and equipments.	Found unsafe	Expressed no opinion.
Mary	-	Wells	-	Sailing	153	40	-	Yarmouth	-	Defective hull and equipments.	Found unsafe	Expressed no opinion.
Telegraph	-	London	-	Sailing	357	22	-	Falmouth	-	Defective hull	Found unsafe	Unwilling.
Victoria	-	Teignmouth	-	Sailing	95	38	-	Teignmouth	-	Defective hull	Found unsafe	No crew.
William Dawson S.S.	-	Middlesbrough	-	Steam	265-167	4	-	Middlesbrough	-	Overloading	Found unsafe	Expressed no opinion.

Table 3.—Ships ordered to be provisionally detained as unsafe during the Month of December 1876.

SHIP.							Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ship.			
NAME.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Time of Detention.											
Bat -	-	Liverpool	-	Sailing	194	12	90 A1 Lloyd's -	Dublin	-	Board's officer	Overloading	Found unsafe	-	Lightened and released	No appeal	Expressed no opinion.
Cleveland -	-	Swansea	-	Sailing	450	19	A1 Lloyd's -	Queenstown	-	Board's officer	Defective hull	Found unsafe	-	Repaired and released	No appeal	Expressed no opinion.
Eliza -	-	Fowey	-	Sailing	45	70	Not classed	Falmouth	-	Board's officer	Defective hull	Found unsafe	-	Will be broken up	No appeal	Expressed no opinion.
Falcon -	-	London	-	Sailing	395	11	A1 Lloyds -	Queenstown	-	Board's officer	Defective equipments.	Found unsafe	-	Repaired and released	No appeal	Expressed no opinion.
Georgiana	-	Padstow	-	Sailing	39	54	Not classed	Barnstaple	-	Board's officer	Defective hull and equipments.	Found unsafe	-	Will be broken up	No appeal	Expressed no opinion.
Harriet -	-	London	-	Sailing	152	34	A 1 Am. Lloyd's	London	-	Board's officer	Defective equipments and proper storage.	Found unsafe	-	Repaired and released	No appeal	Expressed no opinion.
Hotspur S.S.	-	Newcastle	-	Steam	1081-714	9	A 1 Lloyd's -	Plymouth	-	Board's officer	Defective hull, equipments, and machinery.	Found unsafe	-	Repaired and released	No appeal	Expressed no opinion.
Island Home	-	Sunderland	-	Sailing	288	25	Not classed	London	-	Board's officer	Defective hull	Found unsafe	-	Repaired and released	No appeal	Unwilling.
Jason -	-	Rye	-	Sailing	121	38	Not classed	Leith	-	Crew	Defective hull	Found unsafe	-	Dismantled	No appeal	Unwilling.
Lightning S.S.	-	London	-	Steam	698-446	21	Not classed	Dublin	-	Board's officer	Defective machinery.	Found unsafe	-	Repaired and released	No appeal	Expressed no opinion.
Mangerton	-	Glasgow	-	Sailing	979	26	Not classed	Queenstown	-	Board's officer	Defective hull	Found unsafe	-	Repaired and released	No appeal	Expressed no opinion.
Medway S.S.	-	London	-	Steam	60-55	10	Not classed	Teignmouth	-	Board's officer	Overloading and defective hull.	Found unsafe	-	Lightened, repaired, and released.	No appeal	Willing.
Mizpah S.S.	-	Newcastle	-	Steam	954-758	8	90 A1 Lloyd's	Ardrissan	-	Board's officer	Overloading	Found unsafe	-	Lightened and released	No appeal	Expressed no opinion.
Napoli S.S.	-	Glasgow	-	Steam	843-672	12	A1 Am. Lloyd's	Milford	-	Board's officer	Defective hull	Found unsafe	-	Repaired and released	No appeal	Unwilling.
Nimrod -	-	London	-	Sailing	725	23	A 2 Am. Lloyd's	Queenstown and Bristol.	-	Board's officer	Defective hull	Found unsafe	-	Still detained	No appeal	Willing.
Nina -	-	Rochester	-	Sailing	229	19	A1 Am. Lloyd's	Southampton, afterwards Sunderland.	-	Board's officer	Defective hull and equipments.	Found unsafe	-	Repaired and released	No appeal	Expressed no opinion.
Norbiton S.S.	-	London	-	Steam	1087-662	3	90 A1 Lloyd's	N. Shields	-	Board's officer	Overloading	Found unsafe	-	Lightened and released	No appeal	Expressed no opinion.
Ossian -	-	Yarmouth	-	Sailing	127	56	Not classed	Leith	-	Board's officer	Defective hull	Found unsafe	-	Still detained	No appeal	Unwilling.
Sweet Home	-	Youghal	-	Sailing	81	19	Not classed	Cork, afterwards Youghal.	-	Board's officer	Defective hull	Survey pending	-	Still detained	No appeal	Expressed no opinion.
Tolka S.S.	-	Dublin	-	Steam	257-151	9	100 A1 Lloyd's	Whitehaven	-	Board's officer	Overloading	Found unsafe	-	Lightened and released	No appeal	Expressed no opinion.
Utile -	-	Belize, B. H.	-	Sailing	300	19	Am. Lloyd's	Plymouth	-	Board's officer	Defective hull	Found unsafe	-	Broken up	No appeal	Expressed no opinion.
Victory -	-	Newcastle	-	Sailing	752	21	Æ1 Lloyd's	North Shields	-	Crew	Defective hull and equipments.	Found unsafe	-	Repaired and released	No appeal	Unwilling.



Table 4.—Ships ordered to be provisionally detained as unsafe during the Month of January 1877.

NAME.	Port of Registry.	S H I P.			Where detained.	By whom reported.	Nature of alleged defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded, and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ships.
		Sailing or Steam.	Registered Tonnage.	Age. Years.							
Abeona -	Yarmouth -	Sailing -	69	59	Scarborough -	Board's officer -	Defective hull -	Not surveyed -	Sold to be broken up -	No appeal	Expressed no opinion.
Aine Holme S.S. -	Maryport -	Steam -	1036-658	1	North Shields -	Board's officer -	Overloading -	Found unsafe -	Lightened and released -	No appeal	Expressed no opinion.
Ann -	Scarborough -	Sailing -	48	42	Scarborough -	Board's officer -	Defective hull and equipments, Defective machinery.	Found unsafe -	Will be dismantled or broken up.	No appeal	Expressed no opinion.
Brunette S.S. -	London -	Steam -	618-481	16	Newport and Liverpool.	Board's officer -	Overloading -	Found unsafe -	Still detained -	No appeal	Expressed no opinion.
Calder S.S. -	Glasgow -	Steam -	630-400	5	Glasgow -	Board's officer -	Overloading -	Found unsafe -	Lightened and released -	No appeal	Expressed no opinion.
Celt S.S. -	Newcastle -	Steam -	514-350	22	Ardrissan -	Board's officer -	Overloading -	Found unsafe -	Lightened and released -	No appeal	Expressed no opinion.
City of Durham S.S. -	Liverpool -	Steam -	697-538	12	Cardiff and Liverpool.	Board's officer -	Defective machinery.	Found unsafe -	Partially repaired and allowed to proceed to Liverpool for completion of repairs.	No appeal	Expressed no opinion.
Clara and Agnes -	Archat, C.B. -	Sailing -	245	8	Newport -	Board's officer -	Defective equipments and overloading.	Found unsafe -	Repaired and lightened, and released.	No appeal	Expressed no opinion.
Conqueror -	Colchester -	Sailing -	188	38	Grimsby -	Board's officer -	Defective hull and equipments.	Found unsafe -	Repaired and released -	No appeal	Expressed no opinion.
Countess -	Harwich -	Sailing -	188	27	North Shields -	Board's officer -	Defective hull -	Found unsafe -	Repaired and released -	No appeal	Expressed no opinion.
Evergreen -	Sunderland -	Sailing -	286	15	Falmouth -	Crew -	Defective hull -	Found unsafe -	Repaired and released -	No appeal	Unwilling.
Flirt -	Llanelli -	Sailing -	187	8	Falmouth -	Board's officer -	Defective hull -	Found unsafe -	Repaired and released -	No appeal	Unwilling.
Glengarry -	Quebec -	Sailing -	565	1	Falmouth -	Board's officer -	Defective hull and equipments.	Found unsafe -	Repaired and released -	No appeal	Expressed no opinion.
James Dnucan -	Prince Edward Island.	Sailing -	699	7	Dingle, Cardiff, and Liverpool.	Board's officer -	Defective equipments.	Found unsafe -	Repaired and released -	No appeal	Expressed no opinion.
Julia -	London -	Sailing -	237	21	North Shields -	Board's officer -	Defective equipments.	Found unsafe -	Repaired and released -	No appeal	Expressed no opinion.
May Queen S.S. -	London -	Steam -	595-478	13	Weymouth -	Board's officer -	Defective hull -	Found unsafe -	Repaired and released -	No appeal	Expressed no opinion.
Ottawa S.S. -	Sunderland -	Steam -	1311-831	4	Greenock -	Board's officer -	Overloading -	Found unsafe -	Repaired and released -	No appeal	Expressed no opinion.
Prince of Wales -	Cork -	Sailing -	130	17	Dublin -	Board's officer -	Defective hull and equipments.	Found unsafe -	Repaired and released -	No appeal	Expressed no opinion.
Rays of Light -	London -	Sailing -	298	8	Dublin -	Board's officer -	Defective equipments.	Found unsafe -	Repaired and released -	No appeal	Expressed no opinion.
Richard & William -	London -	Sailing -	150	32	Falmouth -	Crew -	Defective hull and equipments.	Found unsafe -	Repaired and released -	No appeal	Expressed no opinion.
Secret -	Guernsey -	Sailing -	188	24	North Shields -	Board's officer -	Overloading -	Found unsafe -	Lightened and released -	No appeal	Expressed no opinion.
Tinto -	Liverpool -	Sailing -	444	25	Queenstown and Liverpool.	Crew -	Defective hull and equipments.	Found unsafe -	Repaired and released -	No appeal	Unwilling.
Wave S.S. -	Hartlepool -	Steam -	957-617	6	Greenock -	Board's officer -	Overloading -	Found unsafe -	Lightened and released -	No appeal	Expressed no opinion.

Table 5.—Ships ordered to be provisionally detained as unsafe during the Month of February 1877.

NAME.	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ships.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.							
Alonzo S.S.	Hull	Steam	1329-1055	8	Glasgow	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.
Chancellor	Liverpool	Sailing	1971	22	Liverpool and Bristol.	Board's officer	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Expressed no opinion.
Comorin S.S.	Glasgow	Steam	574-360	14	Greenock	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.
Express S.S.	Londonderry	Steam	134-91	20	Middlesbrough	Board's officer	Defective equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.
Foam	Leith	Sailing	55	Not known	Peterhead	Board's officer	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Unwilling.
Jean and Margaret	Belfast	Sailing	50	19	Belfast	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Willing.
Maindee Park S.S.	Newport	Steam	762-493	5	Cardiff	Board's officer	Defective machinery.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.
Minerva	Maldon	Sailing	55	38	Hull	Board's officer	Defective hull and equipments.	Found unsafe	Dismantled, and to be used as a lighter.	No appeal	Expressed no opinion.
No Name	Liverpool	Sailing	219	11	Cardiff	Other persons	Defective hull and improper loading.	Found unsafe	Repaired, reloaded and released.	No appeal	Unwilling.
Ognore	Swansea	Sailing	328	12	Weymouth	Crew	Defective equipments.	Found unsafe	Repaired and released	No appeal	Unwilling.
St. Clair S.S.	Glasgow	Steam	130-32	1	Glasgow	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.
Tally Ho	Shoreham	Sailing	189	23	Portsmouth and Littlehampton.	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Expressed no opinion.
Thetis	Wells	Sailing	110	38	Ramsgate and London.	Board's officer	Defective hull	Found unsafe	Still detained	No appeal	Expressed no opinion.
Vivid	Brixham	Sailing	153	28	Swansea and Teignmouth.	Board's officer	Defective equipments.	Found unsafe	Repaired and released	No appeal	Willing.
Warrior	London	Sailing	945	24	Cardiff	Board's officer	Defective equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.

Table 6.—Ships ordered to be provisionally detained as unsafe during the Month of March 1877.

NAME.	Port of Registry.	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ships.
		Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Time of Detention.							
Achilles -	N. Shields	Sailing	373	32	Æ 1 Lloyd's	Plymouth	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Unwilling.
Camalan -	Plymouth	Sailing	85	28	Not classed	Queenstown	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Expressed no opinion.
City of Gloucester S.S.	Gloucester	Steam	235-134	1	90 A 1 Lloyd's	Swansea	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.
Derwent -	Workington	Sailing	272	82	Not classed	Baunaris and Whitehaven.	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.
Edith -	Faversham	Sailing	167	19	Not classed	Chichester and Faversham.	Board's officer	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Seamen unwilling; mate willing.
Eliza -	Shoreham	Sailing	244	20	Not classed	Sunderland	Other persons	Defective hull	Found unsafe	Repaired and released	No appeal	Willing.
Elizabeth -	Rochester	Sailing	108	41	Not classed	West Hartlepool	Board's officer	Defective hull	Found unsafe	Still detained	No appeal	Expressed no opinion.
Florence Miriam -	Chester	Sailing	62	12	Not classed	Llanelly	Board's officer	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Expressed no opinion.
Glasgow -	Greenock	Sailing	1169	16	A 1 Am. Lloyd's	Greenock	Board's officer	Defective equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.
Hannah -	Ardrossan	Sailing	124	53	Not classed	Ardrossan and Ayr.	Board's officer	Defective hull	Found unsafe	Still detained	No appeal	Willing.
John Taylor S.S.	Chester	Steam	200-159	11	Not classed	Dublin	Board's officer	Defective boilers	Found safe	Released	—	Willing.
Langford -	Bideford	Sailing	88	34	Not classed	Queenstown	Board's officer	Defective hull	Found unsafe	Repaired and released	No appeal	Expressed no opinion.
Perseus -	Exeter	Sailing	183	17	Not classed	Exeter	Other persons	Defective hull	Found unsafe	Repaired and released	No appeal	Willing.
Telesilla S.S.	London	Steam	1233-795	Built in 1877.	90 A 1 Lloyd's	North Shields	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.
Uranus -	Milford	Sailing	189	15	A 1 Red, Lloyd's	Falmouth	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Unwilling.
Walmer Castle -	London	Sailing	1064	22	A 1 Lloyd's	Cardiff	Crew	Defective hull	Found unsafe	Repaired and released	No appeal	Unwilling.
Wave -	Scarborough	Sailing	71	38	Not classed	Hartlepool	Board's officer	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Unwilling.



## SUMMARY

Showing the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED since the commencement of the Act, distinguishing between those Cases in which the SHIPS were found SAFE, OR UNSAFE.

## I.—Alleged defects in hull, equipments, or machinery.

DESCRIPTION OF SHIP.	Ships reported by												Total Number of Ships reported as defective.			
	Government Officers.				Crews.				Other Persons.							
	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.
Steam Ships (iron)	-	9	-	9	-	-	-	-	-	-	-	-	-	9	-	9
Steam Ships (wood)	-	1	-	1	-	-	-	-	-	-	-	-	-	1	-	1
Sailing Ships (iron)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sailing Ships (wood)	-	57*	1	58	-	11	-	11	-	3†	-	3	-	71	1	72
TOTAL	-	67	1	68	-	11	-	11	-	3	-	3	-	81	1	82‡

## II.—Alleged cases of overloading or improper loading.

DESCRIPTION OF SHIP.	Ships reported by												Total Number of Ships reported as overladen.			
	Government Officers.				Crews.				Other Persons.							
	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.
Steam Ships (iron)	-	20§	-	20	-	-	-	-	-	-	-	-	-	20	-	20
Steam Ships (wood)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sailing Ships (iron)	-	1	-	1	-	-	-	-	-	-	-	-	-	1	-	1
Sailing Ships (wood)	-	2	-	2	-	-	-	-	-	-	-	-	-	2	-	2
TOTAL	-	23	-	23	-	-	-	-	-	-	-	-	-	23	-	23

\* One of these ships was detained on the ground of overloading as well as on account of defective equipments.

† One of these ships was detained on the ground of improper loading as well as on account of defective hull.

‡ Of these 82 ships 29 were classed.

§ One of these ships was detained on the ground of defective hull as well as on account of overloading.

|| Of these 23 ships 18 were classed.

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## R E T U R N

OF ALL

SHIPS ordered by the BOARD OF TRADE, or its OFFICERS, to be PROVISIONALLY DETAINED as UNSAFE, in pursuance of the provisions of the 39th and 40th Victoria, chapter 80, section 6, from 1st OCTOBER 1876 to 30th JUNE 1877, giving the NAMES of the OWNERS of those SHIPS which have been dismantled, broken up, or converted into hulks, &c.;

TOGETHER WITH A

## S U M M A R Y,

SHOWING the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED since the commencement of the Act, distinguishing between those Cases in which the SHIPS were found SAFE, or UNSAFE.

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Presented to both Houses of Parliament by Command of Her Majesty.

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LONDON:  
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,  
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FOR HER MAJESTY'S STATIONERY OFFICE.

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1877.





Table 1.—Ships ordered to be provisionally detained as unsafe during the Month of October 1876, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.								
Albert -	Shields -	Sailing	199	34	Yarmouth -	Board's officer	Defective hull	Found unsafe	Repaired and released -	No appeal	Unwilling.	—
Anna S.S.	Leith -	Steam	111-65	1	Aberdeen -	Board's officer	Defects in hull, equipments, & machinery.	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Cornucopia -	Whitby -	Sailing	213	28	W. Hartlepool	Board's officer	Defective hull & equipments.	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Jessy -	Guernsey -	Sailing	192	31	Ramsgate -	Crew -	Defective equipments.	Found unsafe	Repaired and released -	No appeal	Unwilling.	—
Mary -	W. Hartlepool	Sailing	192	31	Hartlepool and Whitby.	Board's officer	Defective hull	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Porcia -	Whitby -	Sailing	136	47	Hartlepool and Whitby.	Board's officer	Defective hull	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Prince, The, S.S.	Glasgow	Steam	493-313	8	Middlesbrough	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Sarah Maria Ann	Teignmouth -	Sailing	118	38	Teignmouth -	Board's officer	Defective hull	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Sceptre S.S.	London -	Steam	1718-1110	3	Falmouth -	Board's officer	Improper loading & defective equipments.	Found unsafe	Trimmed, repaired, and released.	No appeal	Expressed no opinion.	—
Sensation -	Bye -	Sailing	189	11	Southampton and Portsmouth.	Board's officer	Defective hull	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Times -	Guernsey -	Sailing	292	22	North Shields	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Villa Franca -	London	Sailing	1032	17	London	Board's officer	Defective hull	Found unsafe	Still detained -	No appeal	Expressed no opinion.	—
Viscount Canning	Liverpool -	Sailing	700	21	Leith -	Board's officer	Defective equipments.	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Water Lily -	Waterford	Sailing	147	20	Waterford	Board's officer	Defective hull	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Zephyr -	Dundee -	Sailing	114	33	Dundee -	Board's officer	Defective hull	Found unsafe	Converted into a lighter	No appeal	Expressed no opinion.	G. Herd, Castle Street, Tayport, Fife.

Table 2.—Ships ordered to be provisionally detained as unsafe during the Month of November 1876, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or released still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.								
Beaumanoir	- Liverpool	- Sailing	257	10	Falmouth	- A seaman on board.	Defective equipments.	Found unsafe	Repaired and released	No appeal	Unwilling.	—
Bonnie Kate S.S.	- Hull	- Steam	827-539	6	North Shields	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Unwilling.	—
Concord	- Dublin	- Sailing	90	39	Newry	- Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—
Cordelia	- Teignmouth	- Sailing	99	59	Teignmouth	- Board's officer	Defective hull	Found unsafe	Owner, before detention by Board's officer, expressed his intention to lay vessel up, and detention was withdrawn by the Board of Trade.	No appeal	Willing.	—
Crighton S.S.	- London	- Steam	1255-808	4	Cardiff	- Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Derby	- Aberystwith	- Sailing	257	10	Falmouth	- Crew	Defective hull	Found unsafe	Repaired and released	No appeal	Unwilling.	—
Fanny Forester	- Faversham	- Sailing	113	19	Yarmouth	- Board's officer	Defective hull and equipments.	Found unsafe	Dismantled	No appeal	Expressed no opinion.	Thos. Mayes, Row 124, Gt. Yarmth., Norfolk.
Ferrier S.S.	- Dundee	- Steam	85-47	1	Middlesbrough	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Unwilling.	—
Fred	- Cardiff	- Sailing	78	23	Sligo	- Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—
Mary	- Wells	- Sailing	153	40	Yarmouth	- Board's officer	Defective hull and equipments.	Found unsafe	Dismantled	No appeal	Expressed no opinion.	W. Mann, Clay, Norfolk.
Telegraph	- London	- Sailing	357	22	Falmouth	- Crew	Defective hull	Found unsafe	Repaired and released	No appeal	Unwilling.	—
Victoria	- Teignmouth	- Sailing	95	38	Teignmouth	- Board's officer	Defective hull	Found unsafe	Will be broken up	No appeal	Expressed no opinion.	R. Hindorn, Teignmth., Devon.
William Dawson S.S.	- Middlesbrough	- Steam	265-167	4	Middlesbrough	Board's officer	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—



Table 3.—Ships ordered to be provisionally detained as unsafe during the Month of December 1876, giving Names of Owners of Ships which have been dismantled, &c.

SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ship.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
NAME.	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age, Years.								
Bat -	Liverpool	Sailing	194	12	90 A1 Lloyd's	Dublin -	Board's officer	Overloading -	Found unsafe	Lightened and released	Expressed no opinion.	—
Cleveland -	Swansea	Sailing	450	19	A1 Lloyd's	Queentown -	Board's officer	Defective hull	Found unsafe	Repaired and released -	Expressed no opinion.	—
Eliza -	Fowey -	Sailing	45	70	Not classed	Falmouth and Plymouth.	Board's officer	Defective hull	Found unsafe	Will be broken up -	Expressed no opinion.	P. H. Dawe, Penryn, Cornwall.
Falcon -	London	Sailing	395	11	A1 Lloyd's	Queentown -	Board's officer	Defective equipments.	Found unsafe	Repaired and released -	Expressed no opinion.	—
Georgiana	Padstow	Sailing	39	54	Not classed	Barnstaple -	Board's officer	Defective hull and equipments.	Found unsafe	Will be broken up -	Expressed no opinion.	R. T. Gibbs, Cardiff.
Harriet -	London	Sailing	152	34	A1 Am. Lloyd's	London -	Crew -	Defective equipments and implements proper storage.	Found unsafe	Repaired and released -	Expressed no opinion.	—
Hotspur S.S.	Newcastle	Steam	1081-714	9	A1 Lloyd's	Plymouth	Board's officer	Defective hull, equipments, & machinery.	Found unsafe	Repaired and released -	Expressed no opinion.	—
Island Home	Sunderland	Sailing	288	25	Not classed	London -	Crew -	Defective hull	Found unsafe	Repaired and released -	Unwilling.	—
Jason -	Rye -	Sailing	121	38	Not classed	Leith -	Crew -	Defective hull	Found unsafe	Dismantled -	Unwilling	R. J. Hoad, Rye, Sussex.
Lightning S.S.	London	Steam	698-446	21	Not classed	Dublin -	Board's officer	Defective machinery.	Found unsafe	Repaired and released -	Expressed no opinion.	—
Mangerton	Glasgow	Sailing	979	26	Not classed	Queentown -	Board's officer	Defective hull	Found unsafe	Repaired and released -	Expressed no opinion.	—
Medway S.S.	London	Steam	60-55	10	Not classed	Talghnumouth -	Board's officer	Overloading & defective hull.	Found unsafe	Lightened, repaired, and released.	Willing.	—
Mizpah S.S.	Newcastle	Steam	954-758	8	90 A1 Lloyd's	Ardrossan -	Board's officer	Overloading -	Found unsafe	Lightened and released	Expressed no opinion.	—
Napoli S.S.	Glasgow	Steam	843-672	12	A1 Am. Lloyd's	Milford -	Board's officer	Defective hull	Found unsafe	Repaired and released -	Unwilling.	—
Nimroud -	London	Sailing	725	23	A2 Am. Lloyd's	Queentown and Bristol.	Crew -	Defective hull	Found unsafe	Still detained -	Willing.	—
Nina -	Rochester	Sailing	229	19	A1 Am. Lloyd's	Southampton and Sunderland.	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released -	Expressed no opinion.	—
Norbiton S.S.	London	Steam	1037-662	3	90 A1 Lloyd's	N. Shields -	Board's officer	Overloading -	Found unsafe	Lightened and released	Expressed no opinion.	—
Ossian -	Yarmouth	Sailing	127	56	Not classed	Leith -	Board's officer	Defective hull	Found unsafe	Still detained -	Unwilling.	—
Sweet Home	Youghal	Sailing	81	19	Not classed	Cork and Youghal.	Board's officer	Defective hull	Survey pending	Still detained -	Expressed no opinion.	—
Tolka S.S.	Dublin -	Steam	257-151	9	100 A1 Lloyd's	Whitehaven -	Board's officer	Overloading -	Found unsafe	Lightened and released	Expressed no opinion.	—
Utile -	Belize, B.H.	Sailing	300	19	Am. Lloyd's	Plymouth -	Board's officer	Defective hull	Found unsafe	Broken up -	Expressed no opinion.	Bernard Cramer, Belize, British Honduras.
Victory -	Newcastle	Sailing	752	21	A1 Lloyd's	North Shields	Crew -	Defective hull and equipments.	Found unsafe	Repaired and released -	Unwilling.	—

Table 4.—Ships ordered to be provisionally detained as unsafe during the Month of January 1877, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	Port of Registry.	S H I P.			Where detained.	By whom reported.	Nature of alleged defects, &c.	Result of Survey.	Whether found safe and released, or lightened, or repaired, or reloaded, or still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ships.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
		Sailing or Steam.	Registered Tonnage.	Age. Years.								
Abeona -	Yarmouth -	Sailing	69	59	Scarborough -	Board's officer	Defective hull	Not surveyed	Sold to be broken up -	No appeal	Expressed no opinion.	M. W. Barber, Yarmouth, Norfolk.
Alne Holme S.S.	Maryport -	Steam	1036-658	1	North Shields	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Anns -	Scarborough -	Sailing	48	42	Scarborough -	Board's officer	Defective hull and equipments.	Found unsafe	Will be dismantled or broken up.	No appeal	Expressed no opinion.	—
Brunette S.S.	London -	Steam	618-481	16	Newport and Liverpool.	Board's officer	Defective machinery.	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	R. Smithson, 68, Long West Gate, Scarborough.
Calder S.S.	Glasgow -	Steam	630-400	5	Glasgow -	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Celt S.S.	Newcastle -	Steam	514-350	22	Ardrossan -	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
City of Durham S.S.	Liverpool -	Steam	697-538	12	Cardiff and Liverpool.	Board's officer	Defective machinery.	Found unsafe	Partially repaired and allowed to proceed to Liverpool for completion of repairs.	No appeal	Expressed no opinion.	—
Clara and Agnes	Arichat, C.B.	Sailing	245	8	Newport -	Board's officer	Defective equipments and over-loading.	Found unsafe	Repaired and lightened, and released.	No appeal	Expressed no opinion.	—
Conqueror	Colchester -	Sailing	188	38	Grimsby -	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Countess -	Harwich -	Sailing	188	27	North Shields	Board's officer	Defective hull	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Evergreen	Sunderland -	Sailing	286	15	Falmouth -	Crew -	Defective hull	Found unsafe	Repaired and released -	No appeal	Unwilling.	—
Flirt -	Llanelly -	Sailing	187	8	Falmouth -	Board's officer	Defective hull	Found unsafe	Repaired and released -	No appeal	Unwilling.	—
Glengarry	Quebec -	Sailing	565	1	Falmouth -	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
James Duncan	Prince Edward Island.	Sailing	699	7	Dingle, Cardiff, and Liverpool.	Board's officer	Defective equipments.	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Julia -	London -	Sailing	237	21	North Shields	Board's officer	Defective equipments.	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
May Queen S.S.	London -	Steam	595-478	13	Weymouth -	Board's officer	Defective hull	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Ottawa S.S.	Sunderland -	Steam	1311-881	4	Greenock -	Board's officer	Overloading -	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Prince of Wales	Cork -	Sailing	130	17	Dublin -	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Rays of Light	London -	Sailing	298	8	Dublin -	Board's officer	Defective equipments.	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Richard & William	London -	Sailing	150	32	Falmouth -	Crew -	Defective hull and equipments.	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Secret -	Guernsey -	Sailing	188	24	North Shields	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Tinto -	Liverpool -	Sailing	444	25	Queensdown and Liverpool.	Crew -	Defective hull and equipments.	Found unsafe	Repaired and released -	No appeal	Unwilling.	—
Wave S.S.	Hartlepool -	Steam	957-617	6	Greenock -	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—



Table 5.—Ships ordered to be provisionally detained as unsafe during the Month of February 1877, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ships.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.								
Alonzo S.S.	Hull	Steam	1329-1055	8	Not classed	Glasgow	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Chancellor	Liverpool	Sailing	1971	22	A 1 Am. Lloyd's	Liverpool and Bristol.	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—
Comorin S.S.	Glasgow	Steam	574-360	14	90 A 1 Lloyd's	Greenock	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Express S.S.	Londonderry	Steam	134-91	20	Not classed	Middlesbrough	Defective equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—
Foam	Leith	Sailing	55	Not known	Not classed	Peterhead	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Unwilling.	—
Jean and Margaret	Belfast	Sailing	50	19	Not classed	Belfast	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Willing.	—
Maindee Park S.S.	Newport	Steam	762-493	5	90 A 1 Lloyd's	Cardiff	Defective machinery.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—
Minerva	Maldon	Sailing	55	38	Not classed	Hull	Defective hull and equipments.	Found unsafe	Dismantled, and to be used as a lighter.	No appeal	Expressed no opinion.	W. Watson, Railway Road, Lynn, Norfolk.
No Name	Liverpool	Sailing	219	11	A 1 Lloyd's	Cardiff	Defective hull and improper loading.	Found unsafe	Repaired, reloaded and released.	No appeal	Unwilling.	—
Ogmore	Swansea	Sailing	328	12	A 1 Lloyd's	Weymouth	Defective equipments.	Found unsafe	Repaired and released	No appeal	Unwilling.	—
St. Clair S.S.	Glasgow	Steam	130-32	1	100 A 1 Lloyd's	Glasgow	Overloading	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Tally Ho	Shoreham	Sailing	189	23	Not classed	Portsmouth and Littlehampton.	Defective hull	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—
Thetis	Wells	Sailing	110	38	Not classed	Ramsgate and London.	Defective hull	Found unsafe	Still detained	No appeal	Expressed no opinion.	—
Vivid	Brixham	Sailing	153	28	Not classed	Swansea and Teignmouth.	Defective equipments.	Found unsafe	Repaired and released	No appeal	Willing.	—
Warrior	London	Sailing	945	24	A 1 Red, Lloyd's	Cardiff	Defective equipments.	Found unsafe	Repaired and released	No appeal	Expressed no opinion.	—



Table 6.—Ships ordered to be provisionally detained as unsafe during the Month of March 1877, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	S H I P.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded, and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ships.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.								
Achilles -	-	N. Shields -	373	32	Æ 1 Lloyd's -	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released -	No appeal	Unwilling.	—
Camalan -	-	Plymouth -	85	28	Not classed -	Board's officer	Defective hull	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
City of Gloucester. S.S.	-	Gloucester -	235-134	1	90 A 1 Lloyd's -	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Derwent -	-	Workington -	272	82	Not classed -	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Edith -	-	Faversham -	167	19	Not classed -	Board's officer	Defective hull and equipments.	Found unsafe	Still detained -	No appeal	Seamen unwilling; mate willing.	—
Eliza -	-	Shoreham -	244	20	Not classed -	Other persons	Defective hull	Found unsafe	Repaired and released -	No appeal	Willing.	—
Elizabeth -	-	Rochester -	108	41	Not classed -	Board's officer	Defective hull	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Florence Miriam	-	Chester -	62	12	Not classed -	Board's officer	Defective hull and equipments.	Found unsafe	Still detained -	No appeal	Expressed no opinion.	—
Glasgow -	-	Greenock -	1169	16	A 1 Am.Lloyd's -	Board's officer	Defective equipments.	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Hannah -	-	Ardrossan -	124	53	Not classed -	Board's officer	Defective hull	Found unsafe	Repaired and released -	No appeal	Willing.	—
John Taylor S.S.	-	Chester -	200-159	11	Not classed -	Board's officer	Defective boilers.	Found safe -	Released -	—	Willing.	—
Langford -	-	Bideford -	88	34	Not classed -	Board's officer	Defective hull	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Perseus -	-	Exeter -	133	17	Not classed -	Other persons	Defective hull	Found unsafe	Repaired and released -	No appeal	Willing.	—
Telesilla S.S.	-	London -	1233-795	Built in 1877.	90 A 1 Lloyd's -	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Uranus -	-	Milford -	189	15	A 1 Red, Lloyd's -	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released -	No appeal	Unwilling.	—
Walmer Castle -	-	London -	1064	22	A 1 Lloyd's -	Crew -	Defective hull	Found unsafe	Repaired and released -	No appeal	Unwilling.	—
Wave -	-	Scarborough -	71	33	Not classed -	Board's officer	Defective hull and equipments.	Found unsafe	To be broken up -	No appeal	Unwilling.	Michael Harwood, Victoria Rd., Scarborough.

Table 7.—Ships ordered to be provisionally detained as unsafe during the Month of April 1877, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or relaid, and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ships.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.								
Alaska -	Glasgow	Sailing	334	8	A 1 Lloyd's -	Troon	Defective equipments.	Found unsafe	Repaired and released -	No appeal	Willing.	—
Anna -	Cowes	Sailing	120	23	Not classed -	Stockton	Defective equipments.	Found unsafe	Repaired and released -	No appeal	Willing.	—
Clara Richmond	Shoreham	Sailing	224	12	Not classed -	Swansea	Defective hull	Found unsafe	Still detained -	No appeal	Unwilling.	—
Clydesdale -	Glasgow	Sailing	992	22	A 1 Lloyd's -	Greenock	Defective hull	Found safe -	Released -	No appeal	Willing.	—
Dutchman -	Newcastle	Sailing	92	Not known	Not classed -	Middlesbrough	Defective equipments.	Found unsafe	Repaired and released -	No appeal	Willing.	—
Friends -	Yarmouth	Sailing	59	29	Not classed -	Middlesbrough	Defective equipments.	Found unsafe	Repaired and released -	No appeal	Willing.	—
Gem -	Newcastle	Sailing	53	33	Not classed -	Middlesbrough	Defective equipments.	Found unsafe	Repaired and released -	No appeal	Willing.	—
Hibernian -	Sligo	Sailing	313	4	A 1 Lloyd's -	Limerick	Defective hull and equipments.	Found unsafe	Repaired and released -	No appeal	Expressed no opinion.	—
Hilda, S.S. -	Hull	Steam	1342-872	5	90 A 1 Lloyd's	Hull	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—
Lively -	Shields	Sailing	282	39	Not classed -	Granton	Defective hull and equipments.	Found unsafe	Repaired and released -	No appeal	Unwilling.	—
Mary Jane -	Liverpool	Sailing	787	22	A 1 <sup>2</sup> Am. Lloyd's	Queenstown	Defective hull	Found unsafe	Still detained -	No appeal	Unwilling.	—
Tertius -	Malta	Sailing	357	26	Not classed -	Cardiff	Defective hull and equipments.	Found unsafe	Repaired and released -	No appeal	Unwilling.	—
Victor -	Montrose	Sailing	403	3	A 1 Lloyd's -	North Shields	Overloading -	Found unsafe	Lightened and released	No appeal	Expressed no opinion.	—

Table 8.—Ships ordered to be provisionally detained as unsafe during the month of May 1877, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	Port of Registry.	S H I P.				Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded, and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ships.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
		Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any, at Time of Detention.								
Alert -	Maldon -	Sailing	133	34	Not classed -	London	Board's officer	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Expressed no opinion.	—
Ann -	Whitby -	Sailing	154	32	Not classed -	Hartlepool	Board's officer	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Expressed no opinion.	—
Britannia -	Southampton	Sailing	52	26	Not classed -	London and Bosham.	Board's officer	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Willing.	—
Commissariat S.S.	Newcastle -	Steam	1003-632	7	Æ 1 Lloyd's	Cardiff	Board's officer	Overloading -	Found unsafe	Lightened and released	No appeal	Willing.	—
Juliet Daniel -	Swansea -	Sailing	290	8	Æ 1 Am. Lloyd's	London and Sunderland.	Other persons	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Unwilling.	—
Mary Louisa -	Whitby -	Sailing	321	27	Æ 1 Lloyd's -	Queenstown and Liverpool.	Crew	Defective hull and equipments.	Found unsafe	Still detained	No appeal	Unwilling.	—
Success -	Dublin -	Sailing	80	46	Not classed -	Londonderry	Crew	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Unwilling.	—
Troubadour S.S.	London	Steam	272-170	21	Not classed -	London	Board's officer	Defective equipments.	Found unsafe	Still detained	No appeal	Expressed no opinion.	—
William Hill -	Drogheda -	Sailing	79	48	Not classed -	Dublin	Board's officer	Defective hull and equipments.	Found unsafe	Repaired and released	No appeal	Willing.	—



Table 9.—Ships ordered to be provisionally detained as unsafe during the Month of June 1877, giving Names of Owners of Ships which have been dismantled, &c.

NAME.	SHIP.					Where detained.	By whom reported.	Nature of alleged Defects, &c.	Result of Survey.	Whether found safe and released, repaired, lightened, or reloaded and released, still detained, or broken up or dismantled.	Result of Appeal, if any, to Court of Survey.	Whether Crews were willing or unwilling to proceed to Sea in the Ships.	Names of Owners of Ships which have been dismantled, broken up, or converted into Hulks, Lighters, &c.
	Port of Registry.	Sailing or Steam.	Registered Tonnage.	Age. Years.	Class, if any at Time of Detention.								
Argo -	Pwllheli -	Sailing	65	34	Not classed -	Dartmouth -	Crew -	Overloading and defective hull.	Found unsafe	Still detained -	No appeal	Unwilling.	—
Cecilia -	London -	Sailing	192	13	A 1 Lloyd's -	Queenstown and London.	Board's officer	Defective hull	Found unsafe	Partially repaired, and allowed to proceed to Havre and London.	No appeal	Unwilling.	—
Paul -	Banff -	Sailing	83	*17	Not classed -	Aberdeen -	Board's officer	Defective hull and equipments.	Found unsafe	Still detained -	No appeal	Willing.	—
Sultana -	Jersey -	Sailing	138	37	Not classed -	Falmouth and London.	Board's officer	Defective hull	Found unsafe	Still detained -	No appeal	Expressed no opinion.	—

\* Rebuilt in 1867.

## SUMMARY

Showing the TOTAL NUMBER of SHIPS ORDERED TO BE DETAINED since the commencement of the Act, distinguishing between those Cases in which the SHIPS were found SAFE, OR UNSAFE.

## I.—Alleged defects in hull, equipments, or machinery.

DESCRIPTION OF SHIP.	Ships reported by												Total Number of Ships reported as defective.			
	Government Officers.				Crews.				Other Persons.							
	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.
Steam Ships (iron)	-	9	-	9	-	-	-	-	-	-	-	-	-	9	-	9
Steam Ships (wood)	-	1	-	1	-	-	-	-	-	-	-	-	-	1	-	1
Sailing Ships (iron)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sailing Ships (wood)	2	69*	1	72	-	18	-	18	-	4†	-	4	2	91	1	94
TOTAL -	2	79	1	82	-	18	-	18	-	4	-	4	2	101	1	104‡

## II.—Alleged cases of overloading or improper loading.

DESCRIPTION OF SHIP.	Ships reported by												Total Number of Ships reported as overladen.			
	Government Officers.				Crews.				Other Persons.							
	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.	Found safe.	Found unsafe.	Survey pending.	TOTAL.				
Steam Ships (iron)	-	22§	-	22	-	-	-	-	-	-	-	-	-	22	-	22
Steam Ships (wood)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sailing Ships (iron)	-	1	-	1	-	-	-	-	-	-	-	-	-	1	-	1
Sailing Ships (wood)	-	3	-	3	-	1	-	1	-	-	-	-	-	4	-	4
TOTAL	-	26	-	26	-	1	-	1	-	-	-	-	-	27	-	27¶

\* One of these ships was detained on the ground of overloading as well as on account of defective equipments.

† One of these ships was detained on the ground of improper loading as well as on account of defective hull.

‡ Of these 104 ships 36 were classed.

§ One of these ships was detained on the ground of defective hull as well as on account of overloading.

|| This ship was detained on the ground of defective hull as well as on account of overloading.

¶ Of these 27 ships 21 were classed.

Marine Department, Board of Trade,  
July 1877.

THOMAS GRAY.

317

# R E T U R N

OF ALL

## VESSELS ORDERED TO BE SURVEYED BY THE BOARD OF TRADE OR ITS OFFICERS

UNDER THE

12th Section of the 36th and 37th Victoria, Chapter 85., and  
the 1st and 2nd Sections of the 38th and 39th Victoria,  
Chapter 88., from 1st April to 30th September 1876;

TOGETHER WITH A

## S U M M A R Y

Showing the Total Number of Vessels ordered to be surveyed,  
under the same Acts, from 5th August 1873 to 30th September 1876.

*(In continuation of Parliamentary Paper [C.—1532].)*

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Presented to both Houses of Parliament by Command of Her Majesty.

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L O N D O N :

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,  
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.  
FOR HER MAJESTY'S STATIONERY OFFICE.



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TABLE I.

## SHIPS REPORTED FOR SURVEY (1st to 30th April 1876).

Cases in which the Acts have been put in force.

## VESSELS REPORTED AS DEFECTIVE IN HULL, EQUIPMENTS, OR MACHINERY.

A LIST of VESSELS ordered by the BOARD OF TRADE to be surveyed, in pursuance of the provisions of the "MERCHANT SHIPPING ACTS, 1873 and 1875," in consequence of alleged DEFECTS in HULL, EQUIPMENTS, or MACHINERY, from 1st to 31st APRIL 1876.

TONNAGE.		Vessels reported by												Whether Laden or Unladen.				Result of Survey.				Of the Cases in which the Crews expressed willingness to proceed in the Vessel.			Of the Cases in which the Crews expressed unwillingness to proceed in the Vessel.		
		Government Officers.				Crews.				Other Persons.																	
		Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Laden.	Unladen.	Unknown.	Total.	Found Seaworthy.	Found Unseaworthy and ordered to be repaired, or repaired after Survey.	Discontinued or broken up after Survey.	Survey pending.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Found Seaworthy.	Found Unseaworthy.	Survey pending.
Tons.	Steam Vessels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
and under	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to {	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
20	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to {	21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
30	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to {	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
40	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to {	41	..	1	..	1	..	..	..	..	..	..	..	1	..	..	1	..	1	..	..	..	..	..	..	..	..	
50	Steam Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to {	51	..	1	..	1	..	..	..	..	..	..	..	..	1	..	1	..	1	..	..	..	..	..	..	..	..	
60	Steam Sailing	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	1	..	..	..	..	..	..	..	..	
to {	61	..	1	..	1	..	..	..	..	..	..	..	..	1	..	1	..	1	..	1	..	..	..	..	..	..	
70	Steam Sailing	..	..	1	1	..	..	..	..	..	..	..	..	1	..	1	..	1	..	1	..	..	..	..	..	..	
to {	71	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
80	Steam Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to {	81	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
90	Steam Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to {	91	..	1	..	1	..	..	..	..	..	..	..	1	..	1	..	1	..	1	..	..	..	..	..	..	..	
100	Steam Sailing	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	1	..	..	..	..	..	..	..	..	
to {	101	..	2	1	3	..	..	..	..	..	..	..	2	1	..	3	..	2	..	1	..	..	..	..	1	..	
150	Steam Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to {	151	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
200	Steam Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to {	201	..	2	..	2	..	..	..	..	..	..	..	2	..	2	..	2	..	2	..	..	..	..	..	1	..	
250	Steam Sailing	..	1	..	1	..	..	..	..	..	..	..	..	1	..	1	..	1	..	1	..	..	..	..	..	..	
to {	251	..	2	..	2	..	..	..	..	..	..	..	2	..	2	..	2	..	2	..	..	..	..	..	..	..	
500	Steam Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to {	501	..	1	..	1	..	..	..	..	..	..	..	1	..	1	..	1	..	1	..	..	..	..	..	..	..	
750	Steam Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to {	751	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
1,000	Steam Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to {	1,001	..	2	..	2	..	..	..	1	1	..	2	3	1	..	4	1	3	..	..	..	1	..	..	..	..	
1,500	Steam Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to {	1,501	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
2,000	Steam Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
2,001 & upwards	Steam Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Steam Vessels	-	..	3	..	3	..	..	..	..	..	..	..	1	2	..	3	..	3	..	..	..	..	..	..	..	..	
Sailing Vessels	-	..	11	2	13	..	..	..	1	1	..	2	9	6	..	15	1	11	1	2	..	1	..	..	2	..	
TOTAL	-	..	14	2	16	..	..	..	1	1	..	2	10	8	..	18	1	14	1	2	..	1*	..	..	2*	..	

\* In the remaining instances, either there were no crews on board or no opinions were expressed

TABLE II.

## SHIPS REPORTED FOR SURVEY (1st to 30th April 1876).

### Cases in which the Acts have been put in force.

## VESSELS REPORTED AS OVERLADEN OR IMPROPERLY LADEN.

A LIST of VESSELS ordered by the BOARD OF TRADE to be surveyed, in pursuance of the provisions of the "MERCHANT SHIPPING ACTS, 1873 and 1875," in consequence of ALLEGATIONS of OVERLOADING or IMPROPER LOADING, from 1st to 30th APRIL 1876.

[illegible]



TABLE III.

## SHIPS REPORTED FOR SURVEY (1st to 31st May 1876).

Cases in which the Acts have been put in force.

## VESSELS REPORTED AS DEFECTIVE IN HULL, EQUIPMENTS, OR MACHINERY.

A LIST of VESSELS ordered by the BOARD OF TRADE to be surveyed, in pursuance of the provisions of the "MERCHANT SHIPPING ACTS, 1873 and 1875," in consequence of alleged DEFECTS in HULL, EQUIPMENTS, or MACHINERY, from 1st to 31st MAY 1876.

TONNAGE.		Vessels reported by												Whether Laden or Unladen.				Result of Survey.				Of the Cases in which the Crews expressed willingness to proceed in the Vessel.			Of the Cases in which the Crews expressed unwillingness to proceed in the Vessel.		
		Government Officers.				Crews.				Other Persons.																	
		Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Laden.	Unladen.	Unknown.	Total.	Found Seaworthy.	Found Unseaworthy and ordered to be repaired, or repaired after Survey.	Discontinued or broken up after Survey.	Survey pending.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Found Seaworthy.	Found Unseaworthy.	Survey pending.
Tons.	Steam Vessels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
15 and under	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 16	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
20	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 21	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
30	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 31	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
40	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 41	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
50	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 51	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
60	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 61	Steam	..	..	1	1	..	..	..	..	..	..	..	1	..	1	..	..	..	1	..	..	..	..	..	..	..	
70	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 71	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
80	Sailing	..	1	..	1	..	..	..	..	..	..	..	1	..	1	..	1	..	..	..	..	..	..	..	1	..	
to { 81	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
90	Sailing	..	2	..	2	..	..	..	..	..	..	..	2	..	2	..	2	..	2	..	..	..	..	..	..	..	
to { 91	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
100	Sailing	..	1	1	2	..	..	..	..	..	..	..	2	..	2	..	1	..	1	..	..	..	..	..	..	..	
to { 101	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
150	Sailing	..	2	..	2	..	..	..	..	..	..	..	2	..	2	..	2	..	2	..	..	..	..	..	..	..	
to { 151	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
200	Sailing	..	1	..	1	..	1	..	1	..	..	..	1	1	..	2	..	2	..	..	..	..	..	..	1	..	
to { 201	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
250	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 251	Steam	..	1	1	2	..	1	..	1	..	..	..	3	..	3	1	1	1	1	..	..	..	..	..	1	..	
500	Sailing	..	..	2	2	..	..	..	..	..	..	..	2	..	2	..	2	..	..	..	..	..	..	..	..	..	
to { 501	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
750	Sailing	..	2	..	2	..	..	..	..	..	..	..	2	..	2	..	2	..	..	..	..	..	..	..	..	..	
to { 751	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
1,000	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 1,001	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
1,500	Sailing	..	1	..	1	..	..	..	..	..	..	..	1	..	1	..	1	..	..	..	..	..	..	..	..	..	
to { 1,501	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
2,000	Sailing	..	1	..	1	..	..	..	..	..	..	..	1	..	1	..	1	..	..	..	..	..	..	..	..	..	
2,001 & upwards	Steam Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Steam Vessels -	-	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Sailing Vessels -	-	1	12	2	15	..	2	..	2	..	..	..	4	13	..	17	1	11	3	2	..	..	..	..	3	..	
TOTAL -	-	1	12	2	15	..	2	..	2	..	..	..	4	13	..	17	1	11	3	2	..	..	..	..	3*	..	

\* In the remaining instances either there were no crews on board, or the crews expressed no opinions.

TABLE IV.

## SHIPS REPORTED FOR SURVEY (1st to 31st May 1876).

Cases in which the Acts have been put in force.

## VESSELS REPORTED AS OVERLADEN OR IMPROPERLY LADEN.

A LIST of VESSELS ordered by the BOARD OF TRADE to be surveyed, in pursuance of the provisions of the "MERCHANT SHIPPING ACTS, 1873 and 1875," in consequence of ALLEGATIONS of OVERLOADING or IMPROPER LOADING, from 1st to 31st MAY 1876.

TONNAGE.		Vessels reported by												Result of Survey.		Of the Cases in which the Crews expressed willingness to proceed in the Vessel.		Of the Cases in which the Crews expressed unwillingness to proceed in the vessel.	
		Government Officers.				Crews.				Other Persons.									
		Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.						
Tons.																			
15 and under	Steam Vessels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
to {	Steam "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20 to {	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
to {	Steam "	...	1	...	1	...	...	...	...	...	...	...	1	...	1	...	...	...	...
30 to {	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
to {	Steam "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
40 to {	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
to {	Steam "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
50 to {	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
to {	Steam "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
60 to {	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
to {	Steam "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
70 to {	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
to {	Steam "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
80 to {	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
to {	Steam "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
90 to {	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
to {	Steam "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
100 to {	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
to {	Steam "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
150 to {	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
to {	Steam "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
200 to {	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
to {	Steam "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
250 to {	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
to {	Steam "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
500 to {	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
to {	Steam "	...	1	...	1	...	...	...	...	...	...	...	1	...	1	...	...	...	...
750 to {	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
to {	Steam "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1,000 to {	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
to {	Steam "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1,500 to {	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
to {	Steam "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2,000 to {	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2,001 & upwards	Steam "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Sailing "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Steam Vessels		...	2	...	2	...	...	...	...	...	...	...	2	...	2	...	...	...	...
Sailing Vessels		-	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL -		-	2	...	2	...	...	...	...	...	...	...	2	...	2	...	...	...	...

TABLE V.

## SHIPS REPORTED FOR SURVEY (1st to 30th June 1876).

Cases in which the Acts have been put in force.

## VESSELS REPORTED AS DEFECTIVE IN HULL, EQUIPMENTS, OR MACHINERY.

A LIST of VESSELS ordered by the BOARD OF TRADE to be surveyed, in pursuance of the provisions of the "MERCHANT SHIPPING ACTS, 1873 and 1875," in consequence of alleged DEFECTS in HULL, EQUIPMENTS, or MACHINERY, from 1st to 30th JUNE 1876.

TONNAGE.		Vessels reported by												Whether Laden or Unladen.		Result of Survey.			Of the Cases in which the Crews expressed willingness to proceed in the Vessel.			Of the Cases in which the Crews expressed unwillingness to proceed in the Vessel.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
		Government Officers.				Crews.				Other Persons.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
		Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Tons.	Steam Vessels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

\* In the remaining instances, either there were no crews on board or the crews expressed no opinions.

NOTE.—No vessels were detained on account of overloading, or improper loading, during the month of June 1876.



TABLE VI.

## SHIPS REPORTED FOR SURVEY (1st to 31st July 1876).

Cases in which the Acts have been put in force.

## VESSELS REPORTED AS DEFECTIVE IN HULL, EQUIPMENTS, OR MACHINERY.

A LIST of VESSELS ordered by the BOARD OF TRADE to be surveyed, in pursuance of the provisions of the "MERCHANT SHIPPING ACTS, 1873 and 1875," in consequence of alleged DEFECTS in HULL, EQUIPMENTS, or MACHINERY, from 1st to 31st JULY 1876.

TONNAGE.		Vessels reported by												Whether Laden or Unladen.				Result of Survey.				Of the Cases in which the Crews expressed willingness to proceed in the Vessel.			Of the Cases in which the Crews expressed unwillingness to proceed in the Vessel.		
		Government Officers.				Crews.				Other Persons.																	
		Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Laden.	Unladen.	Unknown.	Total.	Found Seaworthy.	Found Unseaworthy and ordered to be repaired, or repaired after Survey.	Dismantled or broken up after Survey.	Survey pending.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Found Seaworthy.	Found Unseaworthy.	Survey pending.
Tons.	Steam Vessels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
15 and under	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 16	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
20	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 21	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
30	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 31	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
40	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 41	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
50	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 51	Steam	..	1	..	1	..	..	..	..	..	..	..	..	1	..	1	..	..	1	..	..	..	..	..	1	..	
60	Sailing	..	1	..	1	..	..	..	..	..	..	..	..	1	..	1	..	..	1	..	..	..	..	..	1	..	
to { 61	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
70	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 71	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
80	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 81	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
90	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 91	Steam	..	2	..	2	..	..	..	..	..	..	..	..	1	1	2	..	2	..	..	..	..	..	..	1	..	
100	Sailing	..	2	..	2	..	..	..	..	..	..	..	..	1	1	2	..	1	..	1	..	..	..	..	1	..	
to { 101	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	1	..	1	..	..	..	..	1	..	
150	Sailing	..	2	..	2	..	..	..	..	..	..	..	..	2	..	2	..	1	..	1	..	..	..	..	1	..	
to { 151	Steam	..	..	1	1	..	..	..	..	..	..	..	..	1	..	1	..	..	1	..	..	..	..	..	..	..	
200	Sailing	..	..	1	1	..	..	..	..	..	..	..	..	1	..	1	..	..	1	..	..	..	..	..	..	..	
to { 201	Steam	..	1	..	1	..	..	..	..	..	..	..	..	1	..	1	..	1	..	..	..	..	..	..	..	..	
250	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 251	Steam	..	1	..	1	..	..	..	..	..	..	..	..	1	..	1	..	1	..	..	..	..	..	..	..	..	
500	Sailing	..	1	..	1	..	..	..	..	..	..	..	..	1	..	1	..	1	..	..	..	..	..	..	..	..	
to { 501	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
750	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
to { 751	Steam	..	..	..	1	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	
1,000	Sailing	1	..	..	1	..	..	..	..	..	..	..	..	1	..	1	1	..	..	..	..	..	..	..	..	..	
to { 1,001	Steam	..	1	..	1	..	..	..	..	..	..	..	..	..	1	1	..	1	..	..	..	..	..	..	..	..	
1,500	Sailing	..	1	..	1	..	..	..	..	..	..	..	..	..	1	1	..	1	..	..	..	..	..	..	..	..	
to { 1,501	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
2,000	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
2,001 & upwards	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Steam Vessels	-	..	1	..	1	..	..	..	..	..	..	..	..	1	..	1	..	1	..	..	..	..	..	..	..	..	
Sailing Vessels	-	1	7	1	9	..	..	..	..	..	..	..	..	2	7	..	9	1	5	2	1	..	..	..	..	3	
TOTAL	-	1	8	1	10	..	..	..	..	..	..	..	..	2	8	..	10	1	6	2	1	..	..	..	..	3*	

\* In the remaining instances either there were no crews on board, or the crews expressed no opinions.

Note.—No vessels were detained an account of overloading or improper loading during the month of July 1876.

TABLE VII.

## SHIPS REPORTED FOR SURVEY (1st to 31st August 1876).

Cases in which the Acts have been put in force.

## VESSELS REPORTED AS DEFECTIVE IN HULL, EQUIPMENTS, OR MACHINERY.

A LIST of VESSELS ordered by the BOARD OF TRADE to be surveyed, in pursuance of the provisions of the "MERCHANT SHIPPING ACTS, 1873 and 1875," in consequence of alleged DEFECTS in HULL, EQUIPMENTS, or MACHINERY, from 1st to 31st AUGUST 1876.

TONNAGE.		Vessels reported by												Whether Laden or Unladen.				Result of Survey.				Of the Cases in which the Crews expressed willingness to proceed in the Vessel.			Of the Cases in which the Crews expressed unwillingness to proceed in the Vessel.		
		Government Officers.			Crews.			Other Persons.																			
		Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Laden.	Unladen.	Unknown.	Total.	Found Seaworthy.	Found Unseaworthy and ordered to be repaired or after Survey.	Discontinued or broken up after Survey.	Survey pending.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Found Seaworthy.	Found Unseaworthy.	Survey pending.
Tons.	Steam Vessels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15 and under	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 16	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 21	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
30	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 31	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
40	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 41	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
50	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 51	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
60	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 61	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
70	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 71	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
80	Sailing	..	3	..	3	..	..	..	..	..	..	..	..	1	2	..	3	..	3	..	..	..	..	..	..	..	..
to { 81	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
90	Sailing	..	12	..	12	..	..	..	..	..	..	..	..	12	..	..	12	..	12	..	..	..	..	..	..	..	..
to { 91	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
100	Sailing	..	2	1	3	..	..	..	..	..	..	..	..	1	2	..	3	..	2	..	1	..	..	..	..	..	..
to { 101	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
150	Sailing	..	3	..	3	..	..	..	..	..	..	..	..	1	2	..	3	..	3	..	..	..	..	..	..	..	..
to { 151	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
200	Sailing	..	1	..	1	1	..	1	..	..	..	..	..	1	1	..	2	1	1	..	..	..	..	..	1	..	..
to { 201	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
250	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 251	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
500	Sailing	..	..	1	1	..	2	..	2	..	1	..	1	1	3	..	4	..	3	..	1	..	..	..	..	1	..
to { 501	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
750	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 751	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1,000	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 1,001	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1,500	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 1,501	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2,000	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2,001 & upwards	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Steam Vessels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Sailing Vessels	..	11	2	13	1	2	..	3	..	1	..	1	5	12	..	17	1	14	..	2	..	..	..	1	1	..
	TOTAL	..	11	2	13	1	2	..	3	..	1	..	1	5	12	..	17	1	14	..	2	..	..	..	1	1	..

\* In the remaining instances, either there were no crews on board or the crews expressed no opinion.

NOTE.—No vessels were detained on account of overloading or improper loading during the month of August 1876.

TABLE VIII.

## SHIPS REPORTED FOR SURVEY (1st to 30th September 1876).

Cases in which the Acts have been put in force.

## VESSELS REPORTED AS DEFECTIVE IN HULL, EQUIPMENTS, OR MACHINERY.

A LIST of VESSELS ordered by the BOARD OF TRADE to be surveyed, in pursuance of the Provisions of the "MERCHANT SHIPPING ACTS, 1873 and 1875," in consequence of alleged DEFECTS in HULL, EQUIPMENTS, OR MACHINERY, from 1st to 30th SEPTEMBER 1876.

TONNAGE.		Vessels reported by												Whether Laden or Unladen.				Result of Survey.				Of the Cases in which the Crews expressed willingness to proceed in the Vessel.			Of the Cases in which the Crews expressed unwillingness to proceed in the Vessel.		
		Government Officers.				Crews.				Other Persons.				Laden.	Unladen.	Unknown.	Total.	Found Seaworthy.	Found Unseaworthy and ordered to be repaired, or repaired after survey.	Dismantled or broken up after survey.	Survey pending.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Found Seaworthy.	Found Unseaworthy.	Survey pending.
		Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.														
Tons.	Steam Vessels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
and under 15	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 13	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 21	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
30	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 31	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
40	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 41	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
50	Sailing	..	1	..	1	..	..	..	..	..	..	..	..	1	..	..	1	..	1	..	..	..	..	..	..	..	..
to { 51	Steam	..	2	..	2	..	..	..	..	..	..	..	..	2	..	..	2	..	1	1	..	..	..	..	..	..	..
60	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 61	Steam	..	3	..	3	..	..	..	..	..	..	..	..	3	..	..	3	..	3	..	..	..	..	..	..	..	..
70	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 71	Steam	..	2	..	2	..	..	..	..	..	..	..	..	2	..	..	2	..	2	..	..	..	..	..	..	..	..
80	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 81	Steam	..	4	..	4	..	..	..	..	..	..	..	..	1	3	..	4	..	4	..	..	..	..	..	..	..	..
90	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 91	Steam	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	..	1	..	..	..	..	..	..	..	..
100	Sailing	..	..	..	..	1	..	1	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	..
to { 101	Steam	..	4	..	4	..	1	..	1	..	..	..	..	1	4	..	5	..	4	1	..	..	..	..	..	..	..
150	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 151	Steam	..	5	1	6	..	..	..	..	..	..	..	..	2	4	..	6	..	5	..	1	..	..	..	..	..	..
200	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 201	Steam	..	2	..	2	..	..	..	..	..	..	..	..	..	..	..	2	..	2	..	..	..	..	..	..	..	..
250	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 251	Steam	..	1	..	1	..	..	..	..	..	..	..	..	2	1	..	1	..	1	..	..	..	..	..	..	..	..
500	Sailing	1	2	1	4	..	..	..	..	..	..	..	..	2	2	..	4	1	2	..	1	..	..	..	..	..	..
to { 501	Steam	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
750	Sailing	1	1	..	2	..	..	..	..	..	..	..	..	1	1	..	2	..	2	..	..	..	..	..	..	..	..
to { 751	Steam	..	2	..	2	..	..	..	..	..	..	..	..	..	2	..	2	..	2	..	..	..	..	..	..	..	..
1,000	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 1,001	Steam	..	1	..	1	..	..	..	..	..	..	..	..	..	1	..	1	..	1	..	..	..	..	..	..	..	..
1,500	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
to { 1,501	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2,000	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2,001 & upwards	Steam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Sailing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Steam Vessels	-	1	2	..	3	..	..	..	..	..	..	..	..	1	2	..	3	..	3	..	..	..	..	..	..	..	..
Sailing Vessels	-	1	23	2	31	..	2	..	2	..	..	..	..	8	25	..	33	1	28	2	2	..	..	..	..	..	8
TOTAL	-	2	30	2	34	..	2	..	2	..	..	..	..	9	27	..	36	1	31	2	2	..	..	..	..	..	8

\* In the remaining instances, either there were no crews on board or the crews expressed no opinions.



### Cases in which the Acts have been put in force.

A LIST of VESSELS ordered by the BOARD OF TRADE to be surveyed, in pursuance of the provisions of the "MERCHANT SHIPPING ACTS, 1873 and 1875," in consequence of ALLEGATIONS of OVERLOADING or IMPROPER LOADING, from 1st to 30th SEPTEMBER 1876.

[illegible]

**TABLE X.**  
**SHIPS REPORTED FOR SURVEY.**

SUMMARY FROM 5TH AUGUST 1873 TO 30TH SEPTEMBER 1876.

**I.—Alleged Defects in Hull, Equipments, or Machinery.**

DESCRIPTION OF VESSEL.	Vessels reported by												Total Number of Vessels reported as defective.			
	Government Officers.				Crews.				Other Persons.							
	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.
Steam Vessels (iron) -	5	44	...	49	1	...	...	1	...	6	...	6	6	50	...	56
"    "    (wood)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sailing " (iron)	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...	1
"    "    (wood)	16	714	12	742	2	39	...	41	3	36	...	39	21	789	12	822
TOTAL -	21	759	12	792	3	39	...	42	3	42	...	45	27	840	12	879*

\* Of these 879 Vessels, 132 have been dismantled, broken up, or converted into hulks, lighters, &c.

**II.—Alleged Cases of Overloading or Improper Loading.**

DESCRIPTION OF VESSEL.	Vessels reported by												Total Number of Vessels reported as overladen or improperly laden.			
	Government Officers.				Crews.				Other Persons.							
	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.	Found Seaworthy.	Found Unseaworthy.	Survey pending.	Total.
Steam Vessels (iron) -	...	90	...	90	...	3	...	3	...	2	...	2	...	95	...	95
"    "    (wood)	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...	1
Sailing " (iron) -	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
"    "    (wood)	2	9	...	11	...	...	...	...	...	1	...	1	2	10	...	12
TOTAL -	2	100	...	102	...	3	...	3	...	3	...	3	2	106	...	108

Marine Department, Board of Trade,  
February 1877.

LONDON:  
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,  
Printers to the Queen's most Excellent Majesty.  
For Her Majesty's Stationery Office.

MERCHANT SHIPPING (OVERLOADING).

---

RETURN to an Order of the Honourable The House of Commons,  
dated 2 August 1877;—for,

RETURN “of COPY of CORRESPONDENCE and PAPERS respecting the  
alleged OVERLOADING of the British Ship ‘ROCK TERRACE,’ at  
*Lobos, Peru.*”

---

Board of Trade, Whitehall Gardens, }  
2 August 1877. }

---

T. H. FARRER.

(*Mr. Edward Stanhope.*)

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Ordered, by The House of Commons, to be Printed,  
2 August 1877.

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COPY of CORRESPONDENCE and PAPERS respecting the alleged OVERLOADING of  
the British Ship "ROCK TERRACE," at Lobos, Peru.

— No. 1. —

(M. 14,118.)

Commander *Ernest Rice*, R.N., to Board of Trade.

Her Majesty's Ship "Albatross,"  
Callao, 12 September 1876.

Sir,

I HAVE the honour to enclose herewith the Minutes of Proceedings taken at a Naval Court held on board this ship, on the 5th instant, to try the first mate of the British ship "Rock Terrace," of St. John's, N.B., on a charge of gross insubordination, and of combining with others of the crew to impede the navigation of the ship; also, to inquire into the alleged unseaworthiness of the ship, in consequence of her being overloaded.

I have, &c.

(signed) *Ernest Rice*,  
Commander, President of the Court.

The Assistant Secretary,  
Marine Department, Board of Trade.

Enclosure in No. 1.

MINUTES of PROCEEDINGS taken at a Naval Court held on board Her Majesty's Ship  
"Albatross," at Callao, on the Fifth day of September 1876.

Present:

Ernest Rice, Esquire, Commander of Her Majesty's Ship "Albatross," President;  
Bracey Robson Wilson, Esquire, British Vice Consul at Callao; and Robert Potts,  
Esquire, Master of the British Steamship "Coquimbo," Members;  
being all the persons ordered to form a Naval Court by Ernest Rice, Esquire, Com-  
mander of Her Majesty's Ship "Albatross," and Senior Naval Officer on the Coast of  
Peru.

Mr. James Henry Wallis, Paymaster of Her Majesty's Ship "Albatross," as Clerk of  
the Court.

The accused, Mr. Martin O'Brien, first mate of the British Ship "Rock Terrace," of  
the Port of St. John, New Brunswick, official number, 72,217, registered tonnage, 1768  
(number of Mr. Martin O'Brien's Certificate of Competency as Master, 27,119, dated  
18th of July 1866); and the accuser, Mr. Andrew Kenney, master of the said ship "Rock  
Terrace" (number of his Certificate as master, 72,247); and part of the crew of the said  
ship, appeared before the Court, and the witnesses and public were admitted.

Mr. Martin O'Brien, the accused, was asked by the Court if he had received notice of  
the trial on Sunday, the 3rd of September 1876, and replied in the affirmative.

Read, the order of Ernest Rice, Esquire, Commander of Her Majesty's Ship "Alba-  
tross," and Senior Naval Officer on the Coast of Peru, being the officer empowered to  
order Naval Courts by the Merchant Shipping Act, 1854, to try the said Mr. Martin  
O'Brien on the following accusation, made against him by the said Mr. Andrew Kenney,  
in a written statement dated on board the British Ship "Rock Terrace," at Callao, on  
the 30th of August 1876, namely, "That the said Martin O'Brien did, on or about the  
second day of the present month, after the said vessel had cleared out from the Lobos de  
Tierra Island, incite the crew of the said ship to mutiny and insubordination, by protest-



ing against the vessel proceeding on her voyage to Valencia, and making an entry in the said ship's log-book, and procuring the signatures of 22 of the said crew thereunto, the said protest being under the pretence of the ship being unseaworthy through being overloaded, which by competent survey she is proved not to be, thereby forcing the master to proceed to Callao instead of on his voyage to Valencia, by which the vessel has suffered great loss and injury; and that the said Martin O'Brien in thus doing is guilty of gross insubordination, and of combining with others of the crew to impede the navigation of the said ship and the progress of the voyage, the offence mentioned being provided for in the seventh clause of the 243rd Section of the Merchant Shipping Act."

And the order, as read, also directed that, whereas certain of the crew of the said ship "Rock Terrace" had complained to Commander Ernest Rice that the vessel is unseaworthy, in consequence of her being overloaded, the court was to inquire into the said complaint made by certain of the crew, namely, Walter Bourke, third mate; William Mason, able seaman; Adolf Wasberg, carpenter; Ernst Schultze, steward; William Kennedy, able seaman; Charles Peters, able seaman; and Charles Hay, ordinary seaman.

The official log-book, and the log-book of the said ship, and the certificate of the accused were delivered to the Court.

The members of the Court and the clerk were then duly sworn.

All the witnesses having withdrawn, the accuser, Mr. Andrew Kenney, master of the British Ship "Rock Terrace," was sworn, and his allegation and accusation, both dated 30th August 1876, having been read by the clerk of the Court, did depose that the same were correct, and that his statement, which was also read, was also correct.

The following witnesses were then called on behalf of the accuser, and were sworn and examined in the order stated, in the presence of the accuser and accused, but not in the presence of each other; the accuser and accused being allowed to ask the witnesses all reasonable questions:—

Harvey Newell, boatswain of the "Rock Terrace;" James Brown, able seaman of the "Rock Terrace."

Harvey Newell recalled.

The accuser having no further witnesses to call, the Court was cleared, and subsequently reopened, and the accused asked if he was ready to proceed with his defence, to which he replied in the affirmative; but it was decided by the Court to allow him the assistance of the clerk of the Court, and time to make out his defence.

When the Court was reopened, the statement of the accused was read by the clerk of the Court, and the papers to which attention was drawn were read to the Court.

The accused did then call witnesses as follows: namely,—

John Quinn, second mate of the "Rock Terrace." (After the examination of this witness, the accuser was desired to leave the Court; and when recalled, was asked if the entry in the official log had been read to the accused, and stated it had not.)

Adolf Wasberg, carpenter of the "Rock Terrace," Ernst Schultze, steward of the "Rock Terrace," William Mason, able seaman of the "Rock Terrace." These witnesses were duly sworn, were examined separately in the presence of the accuser and accused, and did depose as is set forth and contained in the depositions. Both the accused and the accuser were allowed to ask all reasonable questions. The accused having nothing further to offer in his defence, he handed in, for the consideration of the Court, the testimonials he had received for service in other ships, and the Court was then closed, and proceeded to deliberate upon and frame the order of the Court.

The Court having deliberately weighed and considered the evidence in support of the charge, as well as the evidence and observations preferred by the accused in his defence, was of opinion that the charge against the said Mr. Martin O'Brien was partly proved, inasmuch as he was guilty of insubordination with extenuating circumstances. And the Court did therefore order him to pay 1-23rd part of the expenses of the survey, and one-half of the expenses of the Naval Court; and that, for the benefit of all concerned, he should be discharged from the "Rock Terrace."

And the Court was further of opinion that the time and manner in which Mr. Andrew Kenney, the master, moved the Peruvian loading mark was most improper; and also that it was his duty to have referred the mate's protest, made on the afternoon of the 28th July 1876, to the proper authorities; and further, that it was his duty to have brought the ship to Callao, as ordered by the captain of the port of the Island of Lobos de Tierra, and the Court did therefore highly censure the said Mr. Andrew Kenney, master of the "Rock Terrace," and did direct that half the expenses of the Naval Court should be paid by him.

And the Court having deliberately weighed the observations and evidence of the witnesses, and also the report of the survey held on the 25th August 1876, was of opinion that the ship was seaworthy, and able to carry her present cargo to its destination.

The Court was re-opened, and the order of the Court read by the clerk in the presence of the accuser, the accused, the witnesses, and the public, and the President did then declare the proceedings terminated, so far as regards the public, and the certificate of the accused was returned to him.

(signed) Ernest Rice, President.

See Sub-Enclosures  
2 and 3.

See Sub-Enclosure 4.



## Sub-Enclosure 1, in Enclosure.

Mr. *Ernest Rice*, Commander of Her Majesty's Ship "Albatross," and President of the Naval Court, to Mr. *Martin O'Brien*, First Mate of the British Ship "Rock Terrace."

Her Majesty's Ship "Albatross," Callao,  
2 September 1876.

I ACQUAINT you that under the provisions of the Merchant Shipping Acts, 1854 to 1873, a naval court has been ordered by me to assemble on board this ship on Tuesday next, the 5th instant, at 9.30 a.m., to try you on the charge, as shown hereafter, brought against you by Mr. Andrew Kenney, master of the ship to which you belong.

The charge is as follows, namely:—

"Accusation against Martin O'Brien, chief mate of the British ship "Rock Terrace:"

"That the said Martin O'Brien did, on or about the second day of the present month, after the said vessel had cleared out from the Lobos de Tierra Island, incite the crew of the said ship to mutiny and insubordination, by protesting against the vessel proceeding on her voyage to Valencia, and making an entry thereof in the said ship's log-book, and procuring the signatures of 22 of the said crew thereunto, the said protest being under the pretence of the ship being unseaworthy through being over-laden (which by competent survey she is proved not to be), thereby forcing the master to proceed to Callao instead of on his voyage to Valencia, by which the vessel has suffered great loss and injury; and that the said Martin O'Brien in thus doing is guilty of gross insubordination, and of combining with others of the crew to impede the navigation of the said ship and the progress of the voyage; the offence mentioned being provided for in the seventh clause of the 243rd section of the Merchant Shipping Act.

"British Ship 'Rock Terrace,' Callao, (signed) "A. Kenney, Master."  
"30 August 1876."

The naval court will also inquire into the complaint made to me by certain of the crew of the said ship "Rock Terrace," that the vessel is unseaworthy in consequence of her being overloaded.

I have to desire you will be present before the court, and that you will as soon as possible furnish me with a list of the names of such persons as you may be desirous of calling as witnesses in your behalf, in order that they may be duly summoned to attend the court.

(signed) *Ernest Rice*,  
Commander, Royal Navy, President of the Court.

## Sub-Enclosure 2, in Enclosure.

## ALLEGATION OF PROSECUTOR.

I say, I produce the ship's log-book and entry on the 3rd of August, nautical time, in support of the charge.

I say, I produce the charter-party, and call attention to the 9th clause thereof.

I say, I produce a certified copy of the survey on the "Rock Terrace's" seaworthiness.

I say that by the 9th clause of the charter-party of the "Rock Terrace," the quantity of guano to be shipped shall not exceed one-third above her register tonnage, new measurement, except with the consent, in writing, of the officer appointed for the inspection of the ship in Callao.

I say, therefore, the quantity was not limited to one-third more than the register tonnage.

I say that a mark was put on the ship's side by the said officer appointed to decide the depth to which the ship might be loaded without written permission, and that had the ship not been loaded beyond that mark she would have been minus from 300 to 400 tons of what she can safely carry, and thus effectually damage the character of a new ship for her carrying capacity, besides immense loss of freight.

I say that it is a common practice, even with the knowledge of the Peruvian authorities, to load ships beyond such marks.

I say that the 9th clause of the charter-party provided for the case of the "Rock Terrace" taking in more cargo than the Peruvian authorities allow, and that if I chose to risk the penalty expressed therein, if the vessel is declared seaworthy by competent British survey, I have committed no breach of British law, nor can the Peruvian authorities do more in the case than according to the charter-party.

I say that I hold one-eighth of the "Rock Terrace," which is not insured; that my daughter is passenger for the voyage, and that I have greater interests at stake, both in life and property, than any individual of the crew.

I say, I am 60 years of age, and have been 32 years in command for my present employers,

ployers, and many times carried guano cargoes from Peru, and that I am competent to judge how much cargo to load in a vessel with safety.

I say that the "Rock Terrace" was not overladen or unseaworthy, as the accused states.

I say that I had no knowledge as to who were to be surveyors until after their appointment by the Consul at Callao.

I say that the surveyors were: one, the special surveyor employed by the Consulate, who is surveyor for Lloyd's; one the commander of a British mail steamer, carrying Her Majesty's mails *via* the Straits of Magellan, and the other commander of a British mail steamer carrying Her Majesty's mails in the Pacific; all of high standing, and the two last well known to Her Majesty's Chargé d'Affaires at Lima.

I say that the report of their survey is, "The vessel being only one year old, we are of opinion that she is quite seaworthy, and able to carry her present cargo to its destination."

I say that the second mate has asserted that he has no hesitation in proceeding in the ship on the voyage as she is now laden.

I say that in the ship's log-book is entered, on the 6th, 8th, 10th, and 19th days of August, "Ship tight; all well;" although at several times there were strong winds and seas.

I say that a portion of the crew are foreigners and negroes, and of a class extremely dangerous if incited to insubordination.

I say that Martin O'Brien ought to pay for the survey on the said vessel, if proved guilty.

I say that I believe Martin O'Brien has done, as described, not through error in judgment, but through malice and vindictiveness.

I say that the court is fully competent to judge whether Martin O'Brien is guilty or innocent of the charge against him.

I say that I have loaded a ship of 25-feet hold with guano to 24-feet draft, and passed the Peruvian survey here, after being so loaded, without any difficulty.

The said ship was 1,543 tons gross register, and delivered 2,550 tons guano in England.

The said voyage was made in one of the roughest seasons known for many years, and that without loss or accident.

I say that during the years I have been in command I have never met with accident or damage to cargo.

"Rock Terrace," 30 August 1876.

(signed) A. Kenney.

#### Sub-Enclosure 1 to Sub-Enclosure 2, in Enclosure.

EXTRACT from the Ship's Log of the British Ship "Rock Terrace," of *St. John*.

From Lobos-de-Tierra towards Callao, Thursday, 3rd August 1876.

THIS is to certify that after arriving back in "Port de Lobos" I again furnished Captain Kenney with a protest against going further than Callao, as ordered by port-captain of Lobos. Captain Kenney refused to either go to the magistrate here or going back to Callao, though the ship is unseaworthy, through overloading.

Signed by *Martin O'Brien*, Chief Mate,  
*John Quinn*, Second Mate,  
*Walter Bourke*, Third Mate,  
And by 20 other persons of the crew.

I certify the above to be a true extract,

(signed) *Ernest Rice*,  
Commander, H.M.S. "Albatross."

#### Sub-Enclosure 2 to Sub-Enclosure 2, in Enclosure.

EXTRACT from the Charter-party of British Ship "Rock Terrace," dated  
23rd October 1875.

"9. THE quantity of guano to be shipped shall not exceed one-third above the ship's register tonnage, new measurement, except with the consent in writing of the officer appointed by the Peruvian Government for the inspection of the ship at Callao, and which consent shall only be refused in case the said officer believes that he has reason to do so, in order to prevent the ship being overloaded or unseaworthy. If the ship should receive a larger quantity on board without such written consent, and loss should be sustained upon the guano, and whether the same be of the nature of a particular or

"general



"general average, or of charges upon the guano, all such loss as between the owners of the ship and charterers shall be deemed to have arisen from the improper loading of the ship; and the amount of such loss shall be borne and paid by the owners to the charterers; but in the case of loss in the nature of particular average, the owners shall only pay to the charterers such amount as may exceed 3 l. per cent. upon the nett value of the limited cargo of guano hereby agreed to be shipped. Should the ship be overloaded, so as to exceed the quantity agreed for, the demurrage for days of delay required to lighten her, and all cost of labour and expenses thereby caused shall be paid by the owners of the ship.

"In case of dispute between the Government officers and the captain or the charterers of the ship as to the quantity of cargo the ship may take, or any other question regarding the loading of the ship, the captain may name an equal number of surveyors, and they, jointly with the said Government officers who first surveyed the ship, shall again survey her. If they fail to agree, a third person, mutually chosen, shall be called in, and his decision shall settle the dispute.

"The owners of the ship, or if the first-mentioned party or parties be not the owners, then the owners and the said first-mentioned party or parties, jointly and severally, guarantee that this ship (under her present or any other name) has not been condemned during any previous voyage with guano cargo from Peru on board. If such be the case, the Government inspecting officer at Callao (either before, or after she is loaded) is authorised to declare the ship as unfit for the cargo and voyage, and reject her. If loaded, the cargo to be discharged at the expense of the owners of the ship, and they will further be liable for the penalty expressed in Clause No. 26."

I certify the above to be a true extract.

(signed) *Ernest Rice,*  
Commander, H.M.S. "Albatross."

#### Sub-Enclosure 3 to Sub-Enclosure 3, in Enclosure.

At the request of Bracey R. Wilson, Esq., British Vice-Consul in the port of Callao, Peru, we, the undersigned, proceeded on board the British ship "Rock Terrace," 1,769 tons register, of the port of St. John, Mr. A. Kenney, master, for the purpose of surveying her as to her seaworthiness, and after a careful examination have to report as follows:—

We found the vessel at anchor in the bay and laden with guano; we measured the side from the upper edge of the deck to the water at midships, and found that she had a free-board of (6 ft. 4 in.) six feet and four inches on the starboard side, and on the port side of (5 ft. 3 in.) five feet and three inches, giving a mean of (5 ft. 9½ in.) five feet nine and a-half inches, her draught of water being at the same time, as near as we could judge, 23 ft. 3 in. forward and 23 feet aft. We examined carefully the butts of rails and waterways, and found no signs of working or straining; and on inquiry of the chief officer and carpenter, were assured by them that the vessel makes no water.

The vessel being only a year old, and well found and fitted in every way, we are of opinion that she is quite seaworthy, and able to carry her present cargo to its destination; and we declare that we have conducted this survey with the strictest care and impartiality. In testimony of which we have hereunto set our names this 25th day of August 1876.

(signed) *P. C. Petrie,*  
Master of the Steamship "Islay."  
*J. W. Shannon,*  
Master of the Steamship "Iberia."  
*Jas. Anderson,*  
Surveyor to Lloyd's Agent.

Received one gold ounce each for the foregoing survey.

(signed) *P. C. Petrie,*  
*J. W. Shannon,*  
*Jas. Anderson.*

I hereby certify the foregoing to be a true and faithful copy of the original report of survey registered in the archives of this Consulate. In witness whereof I have hereunto subscribed my name and affixed the seal of the Consulate in Her Britannic Majesty's Consulate at Callao, on this 26th day of August, in the year of our Lord 1876.

(signed) *Bracey R. Wilson,* British Vice-Consul.



## Sub-Enclosure 3, in Enclosure.

ACCUSATION against *Martin O'Brien*, Chief Mate of the British Ship  
"Rock Terrace."

THAT the said *Martin O'Brien* did, on or about the 2nd day of the present month, after the said vessel had cleared out from the Lobos de Tierra Island, incite the crew of the said ship to mutiny and insubordination by protesting against the vessel proceeding on her voyage to Valencia, and making an entry thereof in the said ship's log-book, and procuring the signatures of 22 of the said crew thereunto, the said protest being under the pretence of the ship being unseaworthy through being overladen (which by competent survey she is proved not to be), thereby forcing the master to proceed to Callao instead of on his voyage to Valencia, by which the vessel has suffered great loss and injury; and that the said *Martin O'Brien* in thus doing is guilty of gross insubordination, and of combining, with others of the crew, to impede the navigation of the said ship, and the progress of the voyage; the offence mentioned being provided for in the 7th clause of the 243rd section of the Merchant Shipping Act.

(signed) *A. Kenney*, Master.British Ship "Rock Terrace," Callao,  
30 August 1876.

## Sub-Enclosure 4, in Enclosure.

## STATEMENT OF THE ACCUSED.

AT a Naval Court held on board Her Majesty's ship "Albatross" at Callao, to try Mr. *Martin O'Brien*, First Mate of the British ship "Rock Terrace," on a charge of gross insubordination, and of combining with others of the crew to impede the navigation of the ship. Also to inquire into the alleged unseaworthiness of the ship in consequence of her being overloaded on the 5th of September 1876.

STATEMENT of Mr. *Martin O'Brien*, the Accused.

IN reply to the accusations made against me by the master of the ship I repudiate entirely any malice or vindictiveness in the course I have pursued. I have endeavoured to do everything in the most straightforward open manner possible, in order simply that my life and the lives of those who are in the ship may not be placed in jeopardy by going to sea in what, in my opinion, is an overladen ship. I have had in my mind the time of the year when the ship would be rounding Cape Horn, and feeling as strongly as I do the great danger of doing so in a ship so heavy, I cannot but feel that the Court must consider me justified in endeavouring to take all lawful means to save myself and others. I have not exceeded the law; on the contrary, and I will prove to the Court that I have not incited the crew to mutiny, nor have they mutined, or refused duty, but they have done what must be considered a justifiable act in the desire to prevent their lives being unnecessarily risked. I had on the morning of the 29th July made a protest to the captain of the port that the mark was shifted, and that the ship was overladen, and he told me he had ordered the ship to Callao in consequence. She sailed that evening, and while at sea I noticed how heavy in the water she was, and that she wouldn't steer, and that she laboured heavily for the kind of weather we had, which was ordinary trade weather. The Court is aware of our having returned to Lobos, and the steps I took while there, from the papers in its possession, which I request may be read; and of the manner in which the captain treated me, when I simply asked for that which I had a right to ask for, namely, to see a magistrate, or to be taken to Callao in accordance with the captain of the port's direction, in order that the matter might be inquired into.

I beg to be allowed to bring to the knowledge of the Court that on our arrival here the authorities of the port surveyed the ship, and finding she was, as I stated, overladen, they ordered part of the cargo to be discharged, and this the Court can learn by enquiring of the captain and witnesses. It is only within the last four days that I have heard of the report made by the Board who surveyed the ship at a later time.

I have the honour also respectfully to bring to the knowledge of the Court that I have not been informed by the captain of any charge he intended to make against me, and that no entry has, as far as I am aware, been made in the official log, for none such has been read to me.

In conclusion, I leave myself confidently in the hands of this honourable Court, feeling sure that justice will be done to me; for I again assert, with all truth, that my action throughout has been taken in an honest and conscientious belief that the ship is dangerously overladen, and that the lives of those in her are in jeopardy if she leaves in the condition in which she is; and I also beg leave to add how signally the captain has failed in establishing the charges he has brought against me, and how much more truly I might plead malice and vindictiveness on his part to me than he can on my part to him. I hope to be able to prove

prove how untrue are the assertions he has made that I have been guilty of inciting mutiny, or of combining with others to impede the progress of the ship, except in so far as I was justified by the circumstances, or of insubordination to him.

(signed) *Martin O'Brien.*

Read in the presence of the accuser, and before the Court, this 5th day of September 1876, which I do certify.

(signed) *Ernest Rice, President.*

— No. 2. —

(M. 14,725.)

Her Majesty's Consul at Callao to Board of Trade.

British Consulate, Callao,  
12 September 1876.

Sir,

I HAVE the honour to enclose herewith the minutes of proceedings taken at a naval court, held at this Consulate yesterday, the 11th instant, to try five of the crew of the British ship "Rock Terrace," of St. John's, N.B., on charges of refusing to go to sea in the ship without reasonable cause, and of combining to disobey lawful commands.

I have, &c.

(signed) *Edward March,*  
Her Majesty's Consul, President of the Court.

The Assistant Secretary,  
Marine Department, Board of Trade.

Enclosure in No 2.

MINUTES of PROCEEDINGS taken at a Naval Court held at the British Consulate, Callao, on the 11th day of September 1876.

Present: EDWARD MARCH, esq., Her Majesty's Consul at Callao, President; Henry Chase Carré, esq., lieutenant of Her Majesty's ship "Albatross;" William Alfred Whittingham, esq., master of the British steamship "Proya," members; being all the persons ordered to form a naval court by Ernest Rice, esq., commander of Her Majesty's ship "Albatross," and senior naval officer on the coast of Peru.

Mr. George William Howell Maggs, clerk of Her Majesty's ship "Albatross," as clerk of the court.

The accused, Walter Bourke, third mate; Ernest Schultze, steward; Adolf Wasberg, carpenter; Charles Peters, able seaman; and Charles Hay, ordinary seaman, all of the British ship "Rock Terrace," of the port of St. John, New Brunswick, official number 72,217; and the accuser, Mr. Andrew Kenney, master of the said ship "Rock Terrace," appeared before the court, and the witnesses and public were admitted.

The accused were asked by the court if they had received notice of the trial on Saturday the 9th of September, and replied in the affirmative.

Read the order of Ernest Rice, esq., commander of Her Majesty's ship "Albatross," and senior naval officer on the coast of Peru, being the officer empowered to order naval courts by "The Merchant Shipping Act, 1854," to try the said Walter Bourke, Ernest Schultze, Adolf Wasberg, Charles Peters, and Charles Hay, on the following charges, made against them by Mr. Andrew Kenney, the said master:—

First Charge: For refusing to go to sea in the ship "Rock Terrace," without reasonable cause.

Second Charge: For combining to disobey lawful commands.

The members of the court and the clerk were then duly sworn.

The clerk of the court then read extracts from the official log of the "Rock Terrace," and the court considered the report of the survey held on the 25th of August 1876.

The accuser, Mr. Andrew Kenney, master of the British ship "Rock Terrace," was then sworn, and deposed to the correctness of his entries in the log.

The accused were then questioned by the court, and admitted the truth of the charges brought against them, stating that they refused to do duty on board, or to go to sea in the ship, because they believe her to be overladen.

The court was then closed, and proceeded to deliberate upon and frame the "Order of the Court."



The court having deliberately weighed and considered the evidence in support of the charges, as well as what the accused had to say in their defence, found the five prisoners, Walter Bourke, Ernest Schultze, Adolf Wasberg, Charles Peters, and Charles Hay, guilty on both charges, and sentenced them to be imprisoned for a period of 12 weeks with hard labour, in the Callao Gaol, to be discharged from the British ship "Rock Terrace," and to forfeit the whole of the wages due to them, the wages so forfeited to be applied, first, to liquidate the expenses of these proceedings; secondly, the cost of their imprisonment and other gaol expenses, and the balance to be retained by the owners of the "Rock Terrace" as compensation for the expenses of hiring other seamen, and the delays caused by these proceedings.

The court was re-opened, and the order of the court read by the clerk, and the President did then declare the proceedings terminated, so far as regards the public.

(signed) *Edward March*, President.

— No. 3. —

(M. 14,725.)

Her Majesty's Consul at Callao to Board of Trade.

Her Majesty's Consulate, Callao,  
15 September 1876.

Sir,

I HAVE the honour to enclose herewith the minutes of proceedings taken at a naval court held at this consulate on the 14th instant, to try 11 of the crew of the British ship "Rock Terrace," of St. John's, New Brunswick, official number 72,217, on charges of refusing to go to sea in the ship without reasonable cause, and of combining to disobey lawful commands.

I have, &c.

(signed) *Edward March*,

Her Majesty's Consul, President of the Court.

The Assistant Secretary,  
Marine Department, Board of Trade.

### Enclosure in No. 3.

MINUTES of PROCEEDINGS taken at a Naval Court held at the British Consulate, Callao, on the 14th of September 1876.

Present: EDWARD MARCH, esq., Her Majesty's consul at Callao, president; Thomas Hawkins Smith, esq., navigating lieutenant of Her Majesty's ship "Albatross;" and Gilbert Coathupe, esq., master of the steamship "Eten," members; being all the persons ordered to form a naval court by Ernest Rice, esq., commander of Her Majesty's ship "Albatross," and senior naval officer on the coast of Peru.

Mr. George William Howell Maggs, clerk of Her Majesty's ship "Albatross," as clerk of the court.

The accused, William Kennedy, William Mason, David Robertson, John Dyer, John Francesco, Robert Robertson, Giovanni Vitelli, and John Peter, able seamen.

James Anderson, Heindrick Gerdes, ordinary seamen; and John William Turner, cook, all belonging to the British ship "Rock Terrace," of the port of St. John, New Brunswick, official number, 72,217.

And the accuser, Mr. Andrew Kenney, master of the said ship "Rock Terrace," appeared before the court, and the public were admitted. The accused were asked by the court if they had received notice of the trial, and they all replied in the affirmative.

Read the order of Ernest Rice, esq., commander of Her Majesty's ship "Albatross," and senior naval officer on the coast of Peru, being the officer empowered to order naval courts by the "Merchant Shipping Act, 1854," to try the said 11 men on the following charges:—

First Charge: For refusing to go to sea in the "Rock Terrace" without reasonable cause.

Second Charge: For combining to disobey lawful commands.

The members of the court and the clerk were then duly sworn.

The accuser, Mr. Andrew Kenney, master of the British ship "Rock Terrace," was sworn, and deposed that the charges he had brought against the accused were true.

The



The clerk of the court then read the report of the survey held on the "Rock Terrace" on the 25th of August 1876.

The 11 accused were then admonished by the court, and requested to state whether they would return to their duty on board the "Rock Terrace," but they all, with the exception of Giovanni Vitelli, stated that they refused to go to sea in the ship, because they believed her to be overloaded.

Giovanni Vitelli stated that he wished to return to duty on board the "Rock Terrace."

The statements of the 11 accused were signed by them in the presence of the court, and are annexed.

The court was then cleared, and proceeded to deliberate upon, and frame the order of the court.

The court having deliberately weighed and considered the evidence in support of the charges, as well as the statements of the accused, ordered the accused, William Kennedy, John Dyer, John Francesco, Robert Robertson, John Peters, James Anderson, and John William Turner, to be discharged from the "Rock Terrace," to be imprisoned for a period of eight weeks in the Callao Gaol, and to forfeit the whole of the wages due to them.

Taking into consideration the previous good behaviour of William Mason and David Robertson, and the youth of Heindrick Gerdes, the court ordered them to be sent on board the "Rock Terrace," and to forfeit the whole of the wages due to them to the date hereof.

And the accused Giovanni Vitelli, in consideration of his willingness to return to his duty on board, the court allowed to do so, only forfeiting his wages from the time he refused to do duty, namely, the 5th of September 1876, to the date hereof.

The court ordered that the wages as above forfeited, be applied, firstly, to liquidate the costs and expenses of this court; secondly, to pay for the expenses of the imprisonment of the prisoners so sentenced; and the balance to be retained by the owners of the "Rock Terrace," as compensation for the expenses of hiring other seamen at this port, and for the delays caused by these proceedings.

The court was re-opened, and the "order of the court" read by the clerk in the presence of the accuser, the 11 accused, and the public, and the President did then declare the proceedings terminated.

*Edward March, President.*

— No. 4. —

(M. 14,118.)

Board of Trade to Her Majesty's Consul at Callao.

Board of Trade, Whitehall Gardens,  
28 October 1876.

Sir,

WITH reference to the recent inquiry, held at Callao, into the charges brought by the master of the ship "Rock Terrace," against the first mate of that vessel, I am directed by the Board of Trade to request that you will be good enough to inform them of the nature of the regulations of the Peruvian Government as to the loading mark to be placed on vessels sailing from Peruvian ports.

I am, &c.

To Her Majesty's Consul, Callao.

(signed) *G. J. Swanston.*

— No. 5. —

(M. 695--77.)

Her Majesty's Consul at Callao to Board of Trade.

British Consulate, Callao,  
12 December 1876.

Sir,

IN reply to the inquiries contained in the letter from your department, and dated 28th October, respecting the regulations of the Peruvian Government, as to the loading mark to be placed on vessels sailing from Peruvian ports, I have honour to state, for the information of the Board of Trade, that the height of freeboard for such vessels is regulated by the depth of their hold and their classification.

sification. In cases of doubt as to the depth of the hold, the measurement is taken from the ship's register. If the loading mark fixed by the register is greater than that which corresponds to the vessel by Peruvian regulations, the amount of freeboard is decided by the following rules:—

All vessels classified A 1, having a depth of hold of 15 to 22 feet, require a freeboard of 3 inches for every foot; from 22 ft. 1 in. to 26 ft.,  $3\frac{1}{4}$  ins.; from 26 ft. 1 in. to 30 ft.,  $3\frac{1}{2}$  ins. The freeboard is measured from the upper deck to the water-line, and vessels not classed A 1 have a quarter of an inch added to the foregoing rates of freeboard. These are the Peruvian regulations on the subject, but I do not think I am wrong in stating that they are not always enforced. In the case of the "Rock Terrace," the master stated—but not to me—that in removing the loading mark of the local authorities at Lobos de Tierra, he had acted with the knowledge of the captain of the port, for which connivance he had paid him six hundred dollars (\$ 600). This operation appears so generally known as to have obtained the name of "buying drafts."

From my examination of the case of the "Rock Terrace" I gathered,—

(1.) That, but for the ill-feeling existing between the master and the mate, the latter would not have denounced his chief, and that the removal of the loading mark would have passed unquestioned by the local authorities;

(2.) That this loading mark, although placed in accordance with the terms of the charter-party, was not in keeping with the regulations already referred to;

(3.) That had the vessel not loaded above the mark in question, she would have been short of about 350 tons of the cargo which she could safely, and by English and Peruvian law, carry;

(4.) That in removing the mark the master evidently thought he was justified in evading an unjust regulation, and that as long as he did not infringe any law, the risks of detection and consequent complications was a matter for his own consideration.

By the special survey held on the "Rock Terrace," on her arrival at Callao, it appeared that her average draught of water fore and aft was 23 ft.  $1\frac{1}{2}$  in., giving her a freeboard of 5 ft.  $9\frac{1}{2}$  in., or 3 inches to every foot draught of water. At about the same time, the "Vencedora," an English vessel from Cardiff, arrived at Callao with the new Board of Trade loading mark. Her average draft fore and aft was 17 ft. 7 in., and her freeboard 3 ft. 4 in., or 2·3 inches per foot, and therefore 7 inches less than the "Rock Terrace."

The Assistant Secretary,  
Marine Department, Board of Trade.

I have, &c.  
(signed) *Edward March.*

*P.S.*—Since writing the foregoing I have obtained a copy of the charter-party of the "Rock Terrace," and enclose the clauses relating to the quantity of guano which was to be shipped.

*E. M.*

#### Enclosure in No. 5.

9. The quantity of guano to be shipped shall not exceed one-third above the ship's register tonnage, new measurement, except with the consent in writing of the officer appointed by the Peruvian Government for the inspection of the ship at Callao, and which consent shall only be refused in case the said officer believes that he has reason to do so, in order to prevent the ship being overloaded or unseaworthy. If the ship should receive a larger quantity on board without such written consent, and loss should be sustained upon the guano, and whether the same be of the nature of a particular or general average, or of charges upon the guano, or of any other character, all such loss as between the owners of the ship and charterers shall be deemed to have arisen from the improper loading of the ship, and the amount of such loss shall be borne and paid by the owners to the charterers, but in the case of loss in the nature of particular average, the owners shall pay to the charterers such amount only as may exceed 3 l. per cent. upon the net value of the limited



limited cargo of guano hereby agreed to be shipped. Should the ship be overloaded, so as to exceed the stipulated quantity, the demurrage for days of delay required to lighten her, and all cost of labour and expenses thereby caused, shall be borne and paid by the owners of the ship.

In case of dispute between the Government officers and the captain or the charterers as to the quantity of cargo the ship may take, or any other question regarding the loading of the ship, the captain may name an equal number of surveyors, and they, jointly with the said Government officers who first surveyed the ship, shall again survey her. If they fail to agree, a third person mutually chosen by the captain and the Government officers shall be called in, and his decision shall settle the dispute.

— No. 6. —

(M. 15,741.)

Mr. *Martin O'Brien* to Board of Trade.

44, Yellow-road, Waterford,

15 November 1876.

Sir,

On the 5th September I was discharged before a Naval Court at Callao. I was instructed by Her Majesty's vice-consul, one of the members of the Naval Court, to forward to you on my arrival in England my account of wages; and as I entered a written protest against my account of wages to Her Majesty's Consul, challenging the amount as not correct, I was told by the vice-consul that I would receive the half costs of the Naval Court, 4 *l.* 8 *s.* 6 *d.*, from the Board.

I would beg to state that Captain Shannon of the Pacific Company's steamship "Iberia," one of the surveyors called by Captain Kenny, is now in Liverpool, and will sail from there on the 27th of this month. I requested, in writing, the Naval Court to summons Captain Shannon, which the consul would not do, as I can prove by Captain Shannon himself, that the ship "Rock Terrace" was not measured in her lowest place, that there was nothing allowed for the round of the beam, that the figures in the survey are false, that the surveyors never examined the stowage of the guano, nor examined the ship's carpenter or myself, though such is certified on the surveyors' certificate.

I would also beg to say that Captain Mac, of the ship "Howard D. Troop," is expected to arrive in Liverpool this month, that Captain Mac was one of the parties shifting our load mark, and that the load mark of the "Howard D. Troop" was also shifted; I also wish to say, in conclusion, that the President of the Naval Court in Callao would not allow me to examine Captain Kenny as to the ship being overloaded, though the charge of mutiny against me was on pretence of overloading; the object was clearly to get a conviction against me, and thereby to blind the Peruvian authorities. I would feel very thankful if the Board of Trade would grant me copies of the charge and defence before the Court in Callao, as failing every other means, I must proceed against Captain Kenny and the owners of the ship "Rock Terrace," to recoup me for breaking my agreement, though what I did was to protect the lives of myself and shipmates.

I remain, &c.

(signed) *Martin O'Brien.*

Thomas Gray, Esq.,  
Board of Trade, Marine Department.

— No. 7. —

(M. 15,741.)

Board of Trade to Mr. *Martin O'Brien.*

Board of Trade, Whitehall Gardens,

22 November 1876.

Sir,

In reply to your letter of 15th November, asking for a copy of certain documents which formed part of the proceedings of the Naval Court held at Callao to investigate your conduct, I am directed by the Board of Trade to transmit herewith copies of these papers as requested.

Mr. *Martin O'Brien*,  
44, Yellow-road, Waterford.

I am, &c.

(signed) *G. J. Swanston.*

For Enclosures,  
see No. 1.



— No. 8. —

(M. 15,741.)

Board of Trade to Her Majesty's Consul at Callao.

Board of Trade, Whitehall Gardens,  
22 November 1876.

Sir,

I AM directed by the Board of Trade, to transmit herewith copy of a letter received from Mr. Martin O'Brien, late mate of the "Rock Terrace," for any observations you may have to offer thereon.

I am, &amp;c.

(signed) *G. J. Swanston.*

To Her Majesty's Consul, Callao.

For Enclosure, see  
No. 6, page 13.

— No. 9. —

(M. 4196—77.)

Her Majesty's Consul at Callao to Board of Trade.

British Consulate, Callao,  
14 February 1877.

Sir,

I HAVE the honour to transmit to you, for the information of the Board of Trade, Mr. Vice Consul Wilson's observations on the letter addressed to that Department by Mr. Martin O'Brien, late mate of the "Rock Terrace," a copy of which was enclosed in your Despatch of the 22nd of November 1876.

I have, &amp;c.

(signed) *Edward March,*  
Her Majesty's Consul.The Assistant Secretary,  
Marine Department, Board of Trade.

## Enclosure in No. 9.

British Consulate, Callao,  
29 January 1877.

Sir,

I HAVE the honour to state in reply to yours of the 2nd instant, enclosing a copy of Martin O'Brien's letter to the Assistant Secretary, Marine Department, Board of Trade, that I gave no instructions whatever to Martin O'Brien to forward his account of wages to the Board of Trade, nor was any protest entered by him against his settlement of wages, which was strictly in accordance with the sentence of a naval court; nor was he ever told by me that he would receive half the costs of the naval court from the Board of Trade.

The form C. 12, account of Martin O'Brien's wages, was given to the clerk of the court, to be forwarded along with the minutes of the court, which Martin O'Brien acknowledged as correct, *signing it*. Martin O'Brien states that he requested in writing the naval court to summon Captain Shannon, which the consul would not do; the only remark to be made on this is, that the naval court was ordered by Commander Rice, Her Majesty's ship "Albatross," who presided, and that Her Majesty's consul had no act or part in the proceedings of the court, and as a member of the court, my opinion is that every justice was done Martin O'Brien, who was very leniently dealt with in the sentence.

With regard to the survey by Captain Shannon, of the mail steamer "Iberia," Captain Petrie, of the mail steamer "Islay," both holding high positions in the mercantile marine, and Mr. James Anderson, the surveyor for the consulate, and Lloyd's agent, I have to state they are gentlemen of the highest character, and had no interest in any other than giving a just opinion; and with regard to the correctness of the survey, the following statement well substantiated that, and I may add that Commander Rice proceeded on board the "Rock Terrace," and after carefully surveying that vessel declared the first survey correct.

The president of the Naval Court gave Martin O'Brien every facility for examining Captain Kenney, and the question on which Martin O'Brien was tried was his insubordination,

insubordination, which could not be grounded on the vessel being overladen, as the vessel had been proved by competent survey not to be overladen, and Martin O'Brien was perfectly aware that the Peruvian authorities had detained the vessel until she was lightened to their own load mark, which did leave the "Rock Terrace" deficient of at least 300 tons of cargo, which the Board of Trade would have allowed the "Rock Terrace" to have taken.

When the "Rock Terrace" arrived at Callao, I perceived at once it was going to be a complicated question, and one that was of great importance to the large amount of British shipping employed in the guano trade, viz., "whether the masters were or not so prevented from using the customary means of procuring a full and complete cargo for their vessels," and as an old and experienced master mariner, I at once determined to make myself thoroughly acquainted with the case, and from the arrival up to the departure of the "Rock Terrace," watched the whole proceedings, which were as follows:—

The "Rock Terrace" arrived in Callao from the Lobos Islands laden with guano; the master reported that the Peruvian authorities had ordered him to discharge part of his cargo, on the grounds of having more in than the terms of his charter-party allowed.

The mate, Martin O'Brien, demanded his discharge, on the alleged grounds that the vessel was overladen, and consequently unseaworthy, and produced copies of letters, one of which was sent by him from the Lobos Islands, addressed,

"Spencer St. John, Esq.,  
Her Majesty's Consul,  
Lima, Peru.

"Sir,

"I beg to call your attention to a gross case of over-loading, if carried out, and to lay the plain facts of the case before you.

"I suppose it is to be assumed that when a Government officer places a Government seal or mark on a ship it can only be removed by a Government officer. About the middle of last June the captain of the port of Lobos de Tierra came on board, and after measuring the ship he placed his mark on the ship's side, below which the ship was not to be submerged.

"On the night of 15th July, at about 11 o'clock, John Quinn, second mate, called me out of bed, saying Captain Kenney has altered the captain of the port's mark; I got up and saw Captain Mac of the 'Howard D Troop,' leaning over the starboard gangway, directly over the captain of the port's mark, holding a rope in his hand; I then heard hammering against the ship's side, and a few minutes afterwards Captain Kenney came on board all wet, as he had to go in the water to alter the mark. In the morning I found the captain of the port's mark shifted up the ship's side two feet, and about four feet abaft the captain of the port's mark.

"The following is the position of the mark:—

	<i>Ft.</i>	<i>in.</i>
Height of bulwark above waterway plank - - -	5	2½
Thickness of deck plank - - - - -	0	5
	5	7½
Captain of port's mark from top of bulwark - -	12	1
	6	5½
Height of side from waterway plank - - - -	2	0
Mark shifted up - - - - -		
Height of side if loaded to Captain Kenney's mark -	4	5½

"Now I beg to state that the ship is not safe if loaded to Captain Kenney's mark, and that Captain Kenney had no authority to shift the captain of the port's mark, and that nothing but compulsion by the Peruvian officials will make me go in the ship if loaded to Captain Kenney's mark.

"Knowing that justice will be done to all parties by Her Majesty's Minister, and fearing the ship will sail this week, I address you this letter. If I may take the liberty to say, the Customs authorities allow that a well-built ship can carry in safety one-and-a-half her register tonnage of deadweight; if such is the case, it would stand thus:

	<i>Tons.</i>
Register tonnage - - - - -	1,768
Half ditto - - - - -	884
	2,652
Less 10 per cent. for outfit and stores for a long voyage	260
	2,392
The ship could carry in safety - - - - -	2,392
Against now in the ship - - - - -	2,800



and about 300 tons more to put her to Captain Kenney's mark. The captain of the port's mark is already submerged.

“ Lobos de Tierra, 24 July 1876.” (signed) “ Martin O'Brien,  
Chief Mate Ship ‘ Rock Terrace.’ ”

Before I make any comments on this letter, I beg to state that to me, as an old master mariner, the tenor of the letter is so sophisticated, and the assertions so barefacedly impossible and untrue, that, believing the Consulate would have much trouble, I proceeded alongside the vessel, and with the greatest care took her draught of water and measured her freeboard. I found she had 5½ inches more side than the regulations under which I have carried cargoes of the worst description of deadweight required— viz., copper ore, copper regulus, and bar copper from the West Indies in all seasons, and from the west coast of South America round the Horn to England. And besides this I found the “ Rock Terrace ” to have a most unusual shear, which gave her very bold ends out of the water, particularly her bow.

On going on board the vessel I found her nearly new, and of a very superior build, well furnished with stores, and that the master held one-eighth of the vessel, which was uninsured, and that his daughter was going home a passenger in the vessel. I found the crew, instigated by the mate, had refused to perform any further duty, and I had them called aft. I informed them I was not addressing them officially, but as an experienced master mariner, well versed in carrying heavy cargoes of every description, and that they were in error in believing that the ship was overladen, and, moreover, I had sure grounds for saying that it was certain that a quantity of cargo would be taken out by the Peruvian Government before the “ Rock Terrace ” sailed; and here I may mention, that the insubordinates consisted of six foreign negroes, and six other foreigners, from Italy, Germany, Spain, and Portugal, whose evident intent was only to get their wages and discharge, to remain in Peru; that the vessel would be here some weeks, in which time they would have nothing to do, and their pay would be accumulating; but if they still persisted in a refusal of duty, that twelve weeks’ imprisonment might be awarded to them. I also explained to them that the removal of the mark by Captain Kenney was no breach of British law, and used every possible persuasion for them to return to their duty. The crew did return to their duty for some days, until, instigated by the mate, Martin O'Brien, they again became insubordinate, and the result was the two naval courts, the particulars of which you are already acquainted with.

The facts of the case are, that throughout the whole system of the guano charters and lading of guano by the Peruvian Government authorities, bribery and corruption exists to the extreme.

The “ Rock Terrace ” was chartered to be laden not more than one-third more than her register tonnage, without written permission. Now this regulation is well known to all in the trade to mean, that to obtain such written permission it must be paid for, and the higher the payment the more cargo can be obtained. The mark which was placed on the “ Rock Terrace ” would, if she was not laden beyond, have left her from 300 to 400 tons short of what she could carry; and on her arrival at her loading-place, the captain of the port was applied to by Captain Kenney, who stated that he had paid the said captain of the port 600 soles to be allowed to remove the mark, but that the higher authorities were not to know it; and it has been made perfectly clear since, that the captain of the port was perfectly aware that the mark was removed, and one of the crew has sworn that Martin O'Brien said, in his hearing, that he (Martin O'Brien) had been offered 100 soles by the captain of the port to keep quiet about the matter; and with regard to the “ Rock Terrace ” being overladen, by the mate's letter to Her Majesty's Minister, I beg to call your attention to the following facts:

Martin O'Brien states that “ the Customs authorities allow that a well-built ship can carry in safety one-and-a-half of her register tonnage of deadweight; if such is the case, it stands thus:

		Tons.
Register tonnage	- - - - -	1,768
Half ditto	- - - - -	884
		2,652
Less 10 per cent. for outfit and stores for a long voyage		260
The ship could carry in safety	- - - - -	2,392
Against which is now in the ship	- - - - -	42,800

and about 300 tons more to put in her.”

It is well known that a fair average built merchant ship will carry one-half more than her register tonnage, and it is equally well known that this is exclusive of stores, and that weight of stores are not taken into consideration; and Martin O'Brien's statement of this, and that 260 tons are required for a long voyage, is a gross exaggeration. The water and



and stores for the "Rock Terrace's" destined voyage to Valencia would not exceed 25 tons, and in his letter to Her Majesty's Minister, Martin O'Brien makes it appear that when the "Rock Terrace" had 408 tons of cargo in more than she ought to have, and still 300 tons more to take in, to put her to where Captain Kenney had shifted the mark; and as she was laden to where Captain Kenney placed the mark, he (Martin O'Brien) leads Mr. Graham, Her Majesty's Chargé d'Affaires, who received the letter, to infer the vessel had 700 tons more cargo in than what she ought to have, and Mr. Graham apparently concludes the "Rock Terrace" was overladen, as it is believed he allowed Martin O'Brien's letter to become known to the Peruvian Government, as they in their decree concerning the charge against the master of the "Rock Terrace" state: "Cuyo procedimiento le ha corroborado per la denuncia hechi ante el Señor encargado de negocias de S. M. Britanica por el Primero Piloto de decka Tragata."

The gross misstatements of Martin O'Brien are proved by his own admission when questioned by the naval court, "That the entries in the ship's log-book were his own writing, and were as follows:—

"October 26, 1875 (with coals on the outward voyage):—

									<i>Ft.</i>	<i>in.</i>
Draught of water forward	-	-	-	-	-	-	-	-	22	9
" " aft	-	-	-	-	-	-	-	-	23	0
Giving a mean draught of	-	-	-	-	-	-	-	-	22	10½."

And with guano, Martin O'Brien again enters, 28th July 1876, on leaving Lobos de Tierra:

									<i>Ft.</i>	<i>in.</i>
" Draught of water forward	-	-	-	-	-	-	-	-	23	3
" " aft	-	-	-	-	-	-	-	-	23	6
Giving a mean of	-	-	-	-	-	-	-	-	23	4½."

Thus by his own entries in the ship's log he makes the vessel to be only six inches deeper than when she left England, and this would, at the fullest extent, only give 100 tons more guano than she had coals for the outward voyage.

Now the freight of coals outward is so low, and the passage round the Horn outward so severe, that it is a constant custom to load vessels outward-bound about 5 per cent. short of what they can carry, to enable them to make a quick passage, reckoning time saved of more value than freight lost; and the "Rock Terrace" was not fully laden when she left England with coals, but the last entry of draught of water with guano by Mr. O'Brien in the ship's log-book is proved to be incorrect by the survey ordered by the Consulate, which gives an average draught of water of 23 ft. 1½ in., or only 3 inches more than the "Rock Terrace" was on the outward voyage with coals, thus only giving 50 tons more cargo of guano to go home round the Horn than the cargo of coals outward; and from actual measurement by myself, I know the surveyor's report of freeboard and draught of water to be correct, and during the passage of the "Rock Terrace" from Lobos de Tierra to Callao, a dead beat to windward of 400 miles, in the ship's log-book is entered by Martin O'Brien on August the 6th, 8th, 10th, 14th, and 19th—

"Fresh breezes; ship tight.

"All well on board."

And on August 15th and 16th is entered—

"Strong winds,"

but nowhere during the passage is entered anything of shipping water.

In the protest Martin O'Brien entered in the ship's log-book, he states:—

"After being three days at sea, and coming back to Lobos de Tierra, and finding the ship to be dead in the water and not answering her helm, as she did coal-laden, the ship being top-heavy owing to being improperly stowed, there being too much cargo in 'tween decks, I again asked Captain Kenney to take me to a magistrate here, or to go to Callao, there to be inspected by Her Majesty's Minister, as ordered by the captain of the port. Captain Kenney refusing to do either, I will again swear the ship is unseaworthy through overlading, and again claim my discharge, as she is not fit to round Cape Horn this stormy season of the year.

(signed) "Martin O'Brien."

And yet, when the "Rock Terrace" did get to sea, and in rough weather, Martin O'Brien makes the several entries in the log-book already quoted—

"Ship tight; all well on board."

And it will be found, on inquiry, that it is next to impossible to get a ship top-heavy with guano, and that, though every effort is made to raise the guano, the centre of gravity can in very few instances be got high enough, and thus the vessels are rendered laboursome.

I will also call your serious attention to other facts applicable to this case.

Several of the crew have continued to their duty, and proceeded in the vessel without demur.

By the surveyors' report on the "Rock Terrace," on her arrival at Callao from Lobos de Tierra,

	<i>Ft.</i>	<i>in.</i>
Her average draught of water fore and aft was - - - - -	23	1½
Height of deck above water - - - - -	5	9½

giving a freeboard of 3 inches to the foot draught of water.

The British ship "One," with the Board of Trade mark, commonly called "Plimsoll's mark," left England for Callao some time after the "Rock Terrace," as entered in her official log,—

	<i>Ft.</i>	<i>in.</i>
With draught of water - - - - -	17	2
Freeboard - - - - -	4	0

giving only 2·82 inches freeboard to each foot draught of water; and the British ship "Vemedora," with coals from England, under Board of Trade inspection and "Plimsoll's mark," had

	<i>Ft.</i>	<i>in.</i>
Draught of water - - - - -	17	7
Freeboard - - - - -	3	4

or 2·3 inches freeboard to each foot draught of water, 7-10ths of an inch less freeboard to each foot draught of water than the "Rock Terrace" had when she entered Callao.

And I also beg to call your attention to the well-known fact, already quoted, that in Captain Kenney removing the mark, he only did that which is done by every shipmaster, endeavoured to procure only a full and complete cargo; and without doing what he did do, his vessel would have been deficient 400 tons or thereabouts of her full and complete cargo; and in moving the mark he was breaking no British law, and was doing it under the cognisance of the Peruvian authorities at Lobos de Tierra; and it is well known that full and complete cargoes can only be obtained through bribing the officials, and it is a question whether it was expedient or proper for the Peruvian authorities to have been allowed a knowledge of Martin O'Brien's communication with Her Majesty's Chargé d'Affaires without a due examination into the truth of his statements, which has caused a detention of two months to the "Rock Terrace," and a loss of about 200 £. to the owners.

I have, &c.  
(signed) *Bracey R. Wilson,*  
British Vice Consul.

— No. 10. —

(M. 4196.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
9 May 1877.

Sir,

I AM directed by the Board of Trade to transmit to you the accompanying copies of a Despatch and enclosures from Her Majesty's Consul at Callao, relating to a naval court which was held at that port in the case of the "Rock Terrace," the crew of which had refused to proceed to sea on the ground that the vessel was overladen.

The Board of Trade desire to call attention to the regulations which exist in Peru with regard to the load-line of vessels, and also to the circumstances under which the master of the "Rock Terrace," with the connivance, apparently, of the Peruvian Government authorities, altered the line.

The Board of Trade would suggest, for Lord Derby's consideration, that a representation upon the subject should be made to the Peruvian Government.

The Under Secretary of State,  
Foreign Office.

I have, &c.  
(signed) *Thomas Gray.*

For Enclosure, see  
No. 9, page 14.

— No. 11. —

(M. 2677—77.)

*Ernest Schultze* to Board of Trade.

Sir,

90, Barry-street, off Walton-road,  
Liverpool, 16 February 1877.

IN the matter of the ship "Rock Terrace," 1,768-tons register, I am one of the crew who most unjustly suffered imprisonment for 12 weeks at Callao at the instigation of the captain, Mr. Andrew Kenney, who summoned us before the British Consul, Edward March, esq., whose judgment on 11th September 1876 in our case differed most entirely from that pronounced on 5th September 1876 by the naval court on board Her Majesty's ship "Albatross," at Callao, upon the chief officer for similar offences to ours, but was most honourably acquitted, allowed to leave the ship, and was paid off.

I, on behalf of myself and the rest of the crew, now charge the captain of the "Rock Terrace" with the offence of having dangerously and wilfully overloaded the ship, as was proved before the naval court that acquitted the chief officer; and we also charge the British Consul at Callao, Edward March, esq., with having wrongfully imprisoned us, and we humbly beg that the Board of Trade will inquire into this matter, and assist us to gain proper redress and compensation.

In the meantime I will thank you to send any papers in your possession in this case to the superintendent of the Sailors' Home here, in order that they may be inspected if necessary by counsel, who we may employ when some more of the crew arrive.

The Secretary,  
Marine Department, Board of Trade.

I am, &c.  
(signed) *Ernest Schultze*.

— No. 12. —

(M. 2657.)

Board of Trade to *Ernest Schultze*.

Board of Trade, Whitehall Gardens,  
23 February 1877.

Sir,

IN reply to your letter of the 16th instant, relative to the proceedings of naval courts held at Callao, in the case of the "Rock Terrace," I am directed by the Board of Trade to state that the allegations as to the unseaworthiness of that vessel appear to have been fully investigated, and that the Board see no reason to interfere in the matter.

I am to observe that your statement as to the chief officer having been "most honourably acquitted," is not correct, as he was discharged from the ship, and had to pay part of the costs of the court.

I am to state that the papers cannot be sent to you for the inspection of your solicitor, but that a copy of the report of the court held in your case will be furnished to you if you are willing to pay the charge for copying.

Mr. Ernest Schultze,  
90, Barry-street, Walton-road, Liverpool.

I am, &c.  
(signed) *Thomas Gray*.



— No. 13. —

(M. 3270.)

*Ernest Schultze to Board of Trade.*90, Barry-street, off Walton-road,  
Liverpool, 28 February 1877.

Sir,

I HAVE to thank you for your letter of 23rd. I have not the means wherewith to obtain copies of the papers I desire to inspect as you suggest, as public property, and as is customary in such cases as mine, surely they can be sent in custody of the Board of Trade to the Sailors' Home here.

The other statements contained in your letter are not in accordance with facts, neither was the statement made by Sir Charles Adderley on last Friday night in the House of Commons.

I protest that myself and my comrades of the "Rock Terrace" have been wrongfully imprisoned at Callao, and I look to the Board of Trade as my guardian protector to sue for justice, and I now humbly petition you to cause searching inquiry to be made into the conduct of the tribunal that I allege falsely imprisoned myself and my 11 comrades.

I affirm the facts are as follows:—

The chief mate, second mate, and third mate, and all the crew amongst us, men who knew more about the overloading of a ship than the captain or any naval officer or consul in Callao, unanimously declared the vessel overloaded, and can still prove to the satisfaction of the Board of Trade that she was unseaworthy from her overloaded state. I was in court when the decision in the mate's case was pronounced, and I affirm he was honourably acquitted, his papers were returned to him, and he was paid off; more than that he could hardly expect in any foreign port, let alone in Callao, where bribery and corruption reign supreme in every circle regulating life.

If Mr. Brien was not honourably acquitted, why was he not imprisoned and his wages forfeited? At the trial of myself and my comrades, we were not permitted to call witnesses in our defence, neither were we allowed to open our mouths in our own self-defence, and for four days before our trial we were shackled with chains to our ancles and made fast to an iron bar, waiting the convenience and pleasure of the British Consul, and like dogs we were sent to and confined in the most filthy loathsome gaol in Peru, and lay there for weeks without covering or a bed to lay upon, and without any change of clothing, although I had twice written to the Consul begging of him to send us our beds and bedding and a change of clothing, and in the dungeon where we lay our lives were in constant danger, associated as we were with thieves and assassins of the deepest dye and of every nation. But the most unpardonable part of the wrong committed upon us rests in the fact that when we learnt through one of the prison officials that the "Rock Terrace" had discharged 300 tons cargo, we unanimously signed and sent a petition to the Consul asking to be allowed to rejoin our ship, as we learnt she had been lightened and made seaworthy, but no notice was taken of our request. I was one of the last batch of five released from Casa Mata prison, having suffered the full term of 12 weeks' wrongful incarceration. On the day of our release we called at the Consul's office, and in answer to a question, was distinctly told that the "Rock Terrace" had to discharge 300 tons cargo before she sailed. That fact cannot help but be known to the Board of Trade. If it is not known to you, the consul at Callao is to blame, and has doubtless held back this information and substituted a grossly garbled statement, throwing dust in the eyes of his Government to endeavour to protect himself against the unpardonable wrong that he has committed upon an innocent crew for using the privilege of protecting our own lives as is protested in an entry in the ship's log and signed by all of us, and by all the officers.

I beg of you to submit our case to the kind consideration of the President of the Board of Trade, who will doubtless place it in the hands of the law officers of the Crown; and in the meantime I beg for some little pecuniary assistance to help myself and wife and child to keep life together until the wrong that has been committed upon me by the British Consul at Callao is properly inquired into.

I am, &amp;c.

(signed) *Ernest Schultze.*

The Assistant Secretary,  
Marine Department, Board of Trade.

— No. 14. —

(M. 3270.)

Board of Trade to Her Majesty's Consul at Callao.

Board of Trade, Whitehall Gardens,  
3 March 1877.

Sir,

WITH reference to previous correspondence relating to the naval courts held at Callao, in the case of the ship "Rock Terrace," I am directed by the Board of Trade to enclose copies of letters from E. Schultze, one of the seamen who was charged with refusing duty and combining to disobey lawful commands, and I am to request you to be good enough to report to this Board upon the statements which are made in these letters.

For Enclosures, see  
No. 11, page 19,  
and No. 13, page 20.

I am, &amp;c.

(signed) *Thomas Gray.*

To Her Majesty's Consul, Callao.

— No. 15. —

(M. 3832.)

*Ernest Schultze* to Board of Trade.90, Barry-street, off Walton-road, Liverpool,  
12 March 1877.

Sir,

EXTREME poverty and distress is my excuse for again begging of you to cause immediate steps to be taken by the Crown to see justice done to myself and the others members of the crew of the "Rock Terrace" who, I again repeat, have been falsely imprisoned in the Casa Mata Gaol of Peru. Another of my imprisoned comrades has arrived in Liverpool, and as I learn the chief officer, Mr. O'Brien, is now at home in Waterford, there is surely now within reach of the Board of Trade sufficient evidence to warrant our retention until the rest of my imprisoned comrades arrive. Through the exertions of one kind friend ashore, I have had temporary relief to feed my wife and child, and through him I have some hope of getting a temporary situation ashore; and should that fail, my friend is using every effort to get some pecuniary assistance for me through a benevolent society here. Although I may possibly succeed in keeping life together ashore until Providence sees fit to direct judgment aright to the guilty and to the innocent, still my wronged comrades, as they arrive, penniless, may be compelled to re-ship, and so the ends of justice may be further delayed.

It has indirectly come to my hearing, that Captain Kenney, of the "Rock Terrace," was himself imprisoned before he got his ship away from Callao, but the truth or falsehood of that rumour you have every facility to ascertain, notwithstanding any garbled statements that may have been sent to the English Government by the British Consul, who is himself personally implicated in our imprisonment.

I may add, that the "Rock Terrace" arrived in Valencia on the 24th ultimo.

I am, &amp;c.

(signed) *Ernest Schultze.*

To the Assistant Secretary,  
Marine Department, Board of Trade.

— No. 16. —

(M. 3832.)

Board of Trade to Her Majesty's Consul at Callao.

Board of Trade, Whitehall Gardens,  
16 March 1877.

Sir,

I AM directed by the Board of Trade to transmit to you, for your observations, a copy of a further letter from E. Schultze, late of the "Rock Terrace," relative to his imprisonment at Callao.

For Enclosure, see  
above, No. 15.

I am, &amp;c.

(signed) *Thomas Gray.*

To Her Majesty's Consul, Callao.



— No. 17. —

(M. 9367.)

The British Vice Consul at Callao to Board of Trade.

Sir,

British Consulate, Callao, 11 June 1877.

I HAVE the honour to acknowledge the receipt of your Despatch of the 3rd March 1877, and in reply to state that the imprisonment of Ernest Schultze and his companions was strictly in accordance with the Merchant Shipping Act.

He states, "I affirm the facts are as follows: the chief mate, the second mate, and third mate, and all the crew amongst us, men who know more about the overloading of a ship than the captain or any naval officer or consul in Callao, unanimously declared the vessel overloaded, and can still prove, to the satisfaction of the Board of Trade, that she was unseaworthy from her overloaded state."

I have to state that the "Rock Terrace" was chartered to load not more than one-third over her registered tonnage, 1,768 tons, without written permission, which would give her a cargo of 2,357 tons of guano. The "Rock Terrace" can carry one-half more than her registered tonnage, or 2,684 tons of guano; and if not thus laden, would be 337 tons short of a full and complete cargo.

It is well known that this restriction is only laid on by the Peruvian Government that their officials may exact a bribe from the masters of vessels to be allowed to have a full and complete cargo; and so notorious has it become, that it is called by the masters of vessels "buying draft."

The Peruvian officials in Callao had placed a mark on the "Rock Terrace," beyond which she was not to be laden without written permission.

When the "Rock Terrace" arrived at the guano deposits, the master paid the captain of the port 600 soles to be allowed to move the "mark" higher up, which he did, and the captain of the port well knew it.

The mate, Martin O'Brien, and the master had had serious quarrels, and he, Martin O'Brien, knowing the "mark" had been moved, got the crew aft, they being composed of—

## BRITISH.

Andrew Kenney, master; St. John.

Martin O'Brien, mate; Wexford; discharged by naval court.

John Quin, second mate; Halifax; remained subordinate.

Walter Bourke, third mate; Portsmouth; refused duty; discharged by naval court; 12 weeks' imprisonment.

J. W. Turner, cook; Liverpool; discharged by naval court; eight weeks' imprisonment.

Wm. Kennedy, A.B.; St. John; discharged by naval court; eight weeks' imprisonment.

James Anderson, A.B.; London; discharged by naval court; eight weeks' imprisonment.

H. Newel Bennington, A.B.; remained subordinate.

Wm. Mason, A.B.; London; remained subordinate.

D. Robertson, A.B.; Glasgow; remained subordinate.

C. E. Hay, O.S.; St. John; discharged by naval court; twelve weeks' imprisonment.

John Dyer, A.B.; St. John; discharged by naval court; eight weeks' imprisonment.

## FOREIGN.

Ernest Schultze, steward; Hamburg; discharged by naval court; twelve weeks' imprisonment.

Giovanni Vitelli, A.B.; asked to be allowed to return to his duty, and was permitted.

James Brown, A.B.; negro; United States of America; remained on board subordinate.

Charles Williams, A.B.; negro; United States of America; remained on board; subordinate.

Henry Bevitt, A.B.; negro; Martinique; remained on board; subordinate.

Charles Peters, A.B.; negro; United States of America; discharged by naval court; twelve weeks' imprisonment.

Adolph



Adolph Wasberg, carpenter; Russia; discharged by naval court; twelve weeks' imprisonment.

John A. Spencer, O.S.; negro; United States of America; remained subordinate.

John Peters, A.B.; negro; St. Vincent; discharged by naval court; eight weeks' imprisonment.

John Francisco, A.B.; negro; Portugal; discharged by naval court; eight weeks' imprisonment.

E. Robinson, A.B.; negro; United States of America; discharged by naval court; eight weeks' imprisonment.

H. Gherdes, O.S.; Germany; remained subordinate.

Thus 12 were foreigners, and out of these, seven were negroes. Martin O'Brien, had previously persuaded the crew to sign a protest, which he had entered in the ship's log-book, against the master removing the mark, and he wrote a letter to the Peruvian authorities on shore, sending a copy of the protest in such a manner that they had no alternative but to take official notice, and send the ship to Callao.

Martin O'Brien also wrote a letter to Her Britannic Majesty's Chargé d'Affaires, of which notice is taken further on.

The "Rock Terrace" arrived in Callao on the 22nd day of August 1876, and Martin O'Brien applied for his discharge, which was refused by the consulate, and he produced copies of letters which he had written, stating that the vessel was overloaded.

The following morning Vice Consul Wilson, who has had, as a master mariner, a very great experience in carrying heavy cargoes of the worst description round the Horn, went alongside the vessel and most carefully measured the freeboard, and took the draft of water of the "Rock Terrace," and found that by the old rule by which he had loaded vessels with such cargoes as aforementioned, that the "Rock Terrace" had 5½ inches freeboard to spare.

Vice Consul Wilson then went on board, and on being informed by the master that the crew had refused duty he called them ait, and unofficially exhorted them, as an old master mariner, to return to their duty, stating that the ship was not overloaded, that the mark the master had removed was not a British Government mark, and that now the "Rock Terrace" was in Callao, it was certain that the Peruvian authorities, once having entered into the matter, would, for their own credit, take a portion of the cargo out, and that the vessel would at least be six or seven weeks in port, during which time they, the crew, would have nothing to do, and they did return to their duty.

The next proceeding taken was the consulate officially inquiring into the seaworthiness of the "Rock Terrace," which was done by calling an efficient survey.

T. W. Shannon, master of the Royal Mail steamer "Iberia;" P. C. Petrie, master of the Royal Mail steamer "Islay;" and James Anderson, surveyor to Lloyd's agent, were requested to proceed on board, and carefully survey the "Rock Terrace."

Their report was that she was not overladen, but perfectly seaworthy. Afterwards the naval court held on board Her Majesty's ship "Albatross," over which Commander Rice presided, pronounced the "Rock Terrace" seaworthy, and Commander Rice himself went on board the "Rock Terrace," and most carefully measured the freeboard, and more particularly the height of the bow out of the water, which was 14 feet, and the stern was nearly the same, the "Rock Terrace" having an extraordinary sheer, Commander Rice verbally pronounced the complaint of the crew ridiculous; and yet in the face of all this, Ernest Schultze, a German, and not an A.B., but a steward, affirms that he and the crew, seven of whom were foreign coloured men, know more about the overloading of a ship than the captain (who is an old and experienced master in the guano trade, and holds one-eighth of the "Rock Terrace," which was uninsured, and had, besides, part of his family on board) or any naval officer, or consular officer in Callao.

Mr. O'Brien, the mate, failing in his attempt to annoy Captain Kenney, now refused duty, and to proceed in the vessel. He was tried by a naval court on board Her Majesty's ship "Albatross," and found guilty of insubordination, and leniently dealt with, by being dismissed the vessel, and ordered to pay half the costs of the court; this leniency was grounded on the fact of Captain Kenney

having removed the mark himself in the night, and Mr. O'Brien having become cognizant of it, he being under the impression that it had something to do with the Board of Trade mark, but his sentence was a heavier punishment than he thought, because from his bad conduct no one British, or foreign, master of a vessel would grant him employment, and hence he had to pay his own passage to England, and lose about three months' employment.

The facts stand thus : on the 7th day of September, Ernest Schultze, Walter Bourke, Adolf Wasberg, and Charles Hay, were brought up to this consulate, charged with refusal of duty ; and, on being interrogated, they grounded their refusal on the grounds of the ship being overladen, and the Vice Consul, taking every pains to explain to them that a survey, a naval court, and Commander Rice, of Her Majesty's ship "Albatross," had all concluded that the ship was not overladen, the Vice Consul entreated them most earnestly to return to their duty, and gave them five minutes to consider ; and, after the expiration thereof, they still most determinedly persisting in refusal of duty, were committed to prison.

*Bracey R. Wilson,*  
British Vice Consul.

The above was communicated to Her Majesty's ship "Albatross," on the 7th day of September 1876, at about 6 h. 30 m. p.m., which led to the appointment of a naval court on the 11th day of September.

Now, if the "Rock Terrace" had even been unseaworthy from overloading, she had yet to remain, and did remain, 50 days in port after this refusal.

These men were joined afterwards by Charles Peters, and were clearly informed that, allowing the vessel was unseaworthy from overloading, they had no grounds for refusal of duty until she was actually proceeding to sea, as during the time the "Rock Terrace" was in port, they were in no danger of their lives ; they had come from Lobos de Tierra, a dead beat to windward of 400 miles, in the course of which no water had been shipped ; but, on the contrary, the minutes in the log-book, made by Martin O'Brien, showed that on the 6th, 8th, 10th, 14th, and 19th days of August, there were fresh breezes, that the ship was tight and *all well on board*, and also on August the 15th and 16th that they had strong winds.

This, it is true, is in contradicition to another entry ; but these contrary statements only show how lightly he regarded the performance of his duty. It may here be mentioned that Martin O'Brien had already entered in the ship's log-book the protest he had made :—

"After being three days at sea, was found to be dead in the water, and top-heavy, and not answering her helm as she did coal laden, the ship being top-heavy, owing to being improperly stowed, there being too much cargo between decks."

The men, however, refused to return on board, and chose in preference to go to gaol until their trial.

With regard to Ernest Schultze's complaint, "that they lay for weeks without covering, or bed to lay upon, and without any change of clothing," I need not say that, as soon as the consulate could obtain permission from the authorities, Ernest Schultze and some others, who were undergoing the sentence passed upon them by a naval court, were conducted to the consular store-room, where their effects were lodged, and took with them whatever they chose.

Ernest Schultze also states :—

"When we learned through one of the prison officials that the 'Rock Terrace' had discharged 300 tons of cargo, we unanimously signed and sent a petition to the Consul, asking to be allowed to rejoin our ship, as we learned she had been lightened and made seaworthy ; but no notice was taken of our request."

Ernest Schultze and his companions were most distinctly told before they were sent to prison, previous to the naval court, that the ship would probably be lightened by the local authorities, although she was seaworthy according to British law ; but Ernest Schultze was never told at the consulate that 300 tons had been taken out of the "Rock Terrace," but was told that 120 tons had been taken out, and that they ought not to have refused duty in port on any pretext whatever of overloading.

In reply to Ernest Schultze's second letter of 12th March 1877, little remains to be said. He states that the master of the "Rock Terrace" was imprisoned before



before he got his ship away from Callao. This is untrue: Captain Kenney *was not imprisoned*.

With regard to Ernest Schultze's companions who were tried by the 2nd naval court—

William Kennedy, John Dyer, John Francisco, Robert Robertson, John Peter, James Anderson, and John William Turner, they in like manner refused duty, and on being brought up to the consulate were also earnestly entreated to return to their duty, even if only until a naval court was held, and the master also wished them to go on board, but they positively refused; with these men Giovanni Vitelli was also brought up, but wisely elected to return to his duty, which was permitted, a permission which had been extended to all up to the very last moment.

They were accordingly tried and sentenced to eight weeks' imprisonment.

The following facts clearly show the groundless assertion of overloading, and the motives which actuated Martin O'Brien's conduct.

A letter which he addressed to the Legation at Lima states—

	<i>Ft. in.</i>
Height of bulwark above waterway plank - - -	5 2½
Thickness of deck plank - - - - -	0 5
	<hr/> 5 7½
Distance of Captain of port's mark from top of bulwark -	12 1
Height of side from waterway plank - - - - -	6 5½
Mark shifted up - - - - -	2 0
Height of side if loaded to captain Kenney's mark -	<hr/> 4 5
	<hr/> <i>Tons.</i>
"Rock Terrace" register tonnage - - - - -	1,768
Ditto - half register tonnage - - - - -	884
	<hr/> 2,652
Less 10 per cent. for outfit and stores for a long voyage -	260
The ship could carry in safety - - - - -	<hr/> 2,392

against now in the ship 2,800 tons, and about 300 tons more to put her to Captain Kenney's mark; the captain of the port's mark is already submerged.

(signed) *Martin O'Brien.*

This is impossible and untrue, as the vessel on her arrival in Callao had 5½ inches more freeboard than Lloyd's rules require.

Martin O'Brien's letter makes it appear that the "Rock Terrace" (if loaded to Captain Kenney's mark, and she was so loaded) must have 700 tons more cargo than she ought.

Now the survey ordered by the consulate gives the average draught of water, aft, 23 ft. 3 in.; fore, 23 feet; mean, 23 ft. 1½ in., and Martin O'Brien's entry in the log-book on leaving Cardiff with coals is, aft, 23 ft.; forward, 22 ft. 9 in.; mean, 22 ft. 10½ in., thus a difference between the draught on the outward voyage and when the "Rock Terrace" entered Callao with guano of only three inches, which would just make her to have 50 tons more guano than of coals out from England, and vessels outward bound round Cape Horn invariably load short of what they can carry in hopes of making a quicker passage, as the outward freights are so low that time saved is of more value than freight lost.

	<i>Ft. in.</i>
Martin O'Brien on the outward voyage entered the mean draught of water as - - - - -	22 10½
On the 28th July 1876 on leaving Lobos de Tierra with guano he enters aft, 23 ft. 6 in.; forward, 23 ft. 3 inches; mean - - - - -	23 4½
Thus by his own account showing only a difference of - - - - -	<hr/> 0 6



or 100 tons more cargo than with coals which just submerged the "Rock Terrace" six inches, and yet he stated that she had then 400 tons in more than she ought.

	<i>Tons.</i>
He states now in the ship - - - -	2,800
And about 300 tons more to take in to load her to Captain Kenney's mark - - - -	300
Making, according to his own account, in the ship	3,100

and yet he has entered in the ship's log that she had in coals 1,984 tons, making by his own showing that the "Rock Terrace" had in 1,116 tons more guano than coals.

Martin O'Brien, Ernest Schultze, and the rest, are therefore confuted by their own arguments.

	<i>Tons.</i>
The surveyor's statement of draught, and Martin O'Brien's record of the same on the outward voyage, a difference of only three inches, equal to -	50
By Martin O'Brien's own statement he makes a difference of - - - - -	1,116
which reduces his difference of weight to - -	1,066

Again, by the survey on the "Rock Terrace" held on her arrival in Callao,

	<i>Ft. in.</i>
Her mean draught of water was - - - -	23 1½
Height of deck above water - - - -	5 9½

giving a freeboard of three inches to the foot; and when the British ship "One" arrived in Callao, under the Board of Trade regulation entered in the official log-book,—

	<i>Ft. in.</i>
Her draught of water was - - - - -	17 2
Freeboard - - - - -	4 0

giving 2·82 inches freeboard to each foot draught of water, little less than two-fifths of an inch less freeboard to each foot draught of water than the "Rock Terrace," but the "Vencedora," on leaving England with a cargo of coals under Board of Trade regulations, actually had entered in her official log-book draught of water and freeboard showing 7-10ths of an inch less freeboard to each foot draught than the "Rock Terrace;" and indeed every ship which has left England for Callao laden outwards under the Board of Trade regulations has shown by the official log-book that they invariably had less freeboard in proportion to the draught than the "Rock Terrace," and I believe it is clearly shown by the survey, by the naval court, and by the opinion of Commander Rice, Her Majesty's ship "Albatross," that the ship was not unseaworthy from being overladen.

It is shown by Martin O'Brien's own entries in the ship's log-book that she made a good passage from Lobos de Tierra, and it is shown by his entries of draught of water in the same log-book out and homeward-bound, that the vessel was not overladen, and consequently the crew had no grounds whatever in refusing to proceed to sea in the ship, and by the aforesaid statements it seems clearly proved that Martin O'Brien's statements are gross exaggerations, and that the punishment awarded to him and the rest was richly deserved.

I have, &c.

The Assistant Secretary,  
Marine Department, Board of Trade.

(signed) *Bracey R. Wilson,*  
British Vice Consul.

By command of Her Britannic Majesty's Consul, Edward March, Esq.

## — No. 18. —

(M. 9367.)

## Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
26 July 1877.

Sir,

With reference to the letter from this Department of the 9th May last,\* I am directed by the Board of Trade to transmit to you, to be laid before the Earl of Derby, the accompanying copy of a Despatch from Her Majesty's Consul at Callao upon the subject of the alleged overloading of the ship "Rock Terrace," and the action of the Peruvian authorities in conniving at the alteration by the master of the load-line marked on the vessel under the Peruvian regulations.

\* See No. 10, p. 18.

It appears to the Board of Trade that a strong remonstrance should be addressed to the Peruvian Government whose officers, while undertaking to attend to the interests of foreign ships in their ports, place load-marks thereon, the object of which appears to be to get the master to bribe the officials to remove them.

The serious consequences of such regulations are fully shown in the case of the "Rock Terrace," one result being that the crews become insubordinate, either being really deceived by the action of the authorities, or pretending to be so.

The Under Secretary of State,  
Foreign Office.I have, &c.  
(signed) *T. H. Farrer.*

## — No. 19. —

(M. 10,178.)

## Foreign Office to Board of Trade.

Sir,

Foreign Office, 31 July 1877.

I HAVE laid your letter of the 26th instant, before the Earl of Derby, and I am to request that you will move the Lords of Trade to inform his Lordship whether, as the Despatch from Mr. Consul March, therein referred to, has crossed an instruction to Mr. Acting Consul-general Graham, herewith enclosed, founded upon your letter of the 9th of May, the Lords of Trade wish that a further instruction should be at once addressed to Mr. Graham on the case of the "Rock Terrace," or whether they think it preferable to await an answer to the Despatch of the 17th of May last.

The Secretary, Board of Trade.

I am, &c.  
(signed) *Julian Pauncefote.*

## Enclosure in No. 19.

(Draft.)

Sir,

Foreign Office, 17 May 1877.

I TRANSMIT to you herewith copies of a Despatch, and of its enclosures, which have been received by the Board of Trade from Mr. Consul March, relative to a naval court held at Callao in the case of the vessel "Rock Terrace," the crew of which had refused to proceed to sea on the ground that the vessel was overladen, and I have to instruct you to make a representation on this subject to the Peruvian Government calling attention to the regulations which exist in Peru with regard to the load line of vessels, and also to the circumstances under which the master of the "Rock Terrace," with the connivance apparently of the Peruvian authorities, altered the load line.

Acting Consul General Graham.

(signed)

— No. 20. —

(M. 10,178.)

Board of Trade to Foreign Office.

Board of Trade, Whitehall Gardens,  
August 1877.

Sir,

IN reply to your letter of the 31st ultimo, enclosing a copy of an instruction which has been sent to Mr. Acting Consul-general Graham, relating to the case of the "Rock Terrace," and the apparent connivance of the Peruvian authorities in the alteration of the load-line of that vessel, I am directed by the Board of Trade to state that they think it will not be necessary to send a further instruction in the case until a reply has been received to that of the 17th May.

The Under Secretary of State,  
Foreign Office.

I have, &c.  
(signed) *Thomas Gray.*

— No. 21. —

(M. 11,373.)

Foreign Office to Board of Trade.

Sir,

Foreign Office, August 1877.

WITH reference to your letter of the 9th May, I am directed by the Secretary of State for this Department to transmit to you herewith, for the information of the Lords of Trade, a Despatch, with its enclosures, from Her Majesty's Acting Consul-general in Lima, relative to the load-line in Peru, and the case of the "Rock Terrace."

The Secretary to the Board of Trade.

I am, &c.  
(signed) *T. V. Lister.*

Enclosure in No. 21.

My Lord,

British Legation, Lima, 17 July 1877.

HAVING, in obedience to the instructions contained in your Lordship's Despatch, of the 17th of May last, addressed a representation to the Peruvian Government relative to the alleged overloading of the ship "Rock Terrace," and having also called their attention to the law respecting load lines, and the abuses said to be committed at the guano ports, I have now the honour to enclose translation of a note I have received from Señor Rospigliosi on the subject; in which he states, that he has sent a copy of my communication to the Minister of Finance, and that when the occasion arises, he will adopt measures to severely punish the authors of the alleged irregularities.

The Right Hon. the Earl of Derby.

I have, &c.  
(signed) *J. R. Graham.*

(Translation)

Lima, 16 July 1877.

I HAVE the honour to acknowledge the receipt of the note of Saturday, 14th instant, in which, by order of your Government, you communicate to me the case of the English ship "Rock Terrace," the captain of which was accused by the mate of having altered the load-line in connivance with the captain of the port of Lobos de Tierra. You also add, that according to a report which has reached your Government, it is not possible to obtain full cargoes of guano without payment to the employés who place the load-line on the vessels loading that manure.

I need scarcely state to you, that the statements contained in your note, have inspired me with a most lively desire to obtain the object which you desire, and which, as you state, is to extirpate similar abuses. For my part, I have contributed to this end by at once communicating the information received to the Ministry of Finance, and when the occasion arises, I will also contribute towards the adoption of severe measures to punish those who may commit such offences.

The Right Hon. J. R. Graham.

I avail, &c.  
(signed) *J. C. Julio Rospigliosi.*





MERCHANT SHIPPING  
(OVERLOADING).

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RETURN of COPY of CORRESPONDENCE and  
PAPERS respecting the alleged OVERLOADING  
of the British Ship "ROCK TERRACE," at  
*Lobos, Peru.*

(*Mr. Edward Stanhope.*)

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*Ordered, by The House of Commons, to be Printed,  
2 August 1877.*

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RULE OF THE ROAD AT SEA.

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RETURN to an Order of the Honourable The House of Commons,  
dated 10 August 1877;—*for*,

COPY “of Further CORRESPONDENCE and REPORT concerning the Steps  
taken to revise the REGULATIONS for PREVENTING COLLISIONS at SEA  
(RULE of the ROAD at SEA) (in continuation of Parliamentary Paper,  
No. 58, of Session 1876).”

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Board of Trade, Whitehall Gardens, }  
10 August 1877.

T. H. FARRER.

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(*Mr. Edward Stanhope.*)

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*Ordered, by The House of Commons, to be Printed,*  
*10 August 1877.*

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— No. 1. —

AUSTRO-HUNGARY.

(M. 4014.)

Sir A. Buchanan to the Earl of Derby.

My Lord,

Vienna, 8 March 1877.

WITH reference to your Lordship's Circular Despatch, of the 27th March 1876, instructing me to communicate to the Austro-Hungarian Government the Report of the Committee appointed with the view to considering the whole question of the Rule of the Road at Sea, together with the draft regulations which have been approved by the Board of Admiralty, the Trinity House and Board of Trade, I have now the honour to forward herewith the translation of a note which I have received from the Ministry for Foreign Affairs, containing the answer of the proper Department of the Austrian Government to the communications made to them on this subject.

I have, &c.

The Earl of Derby,  
&c. &c. &c.

(signed) Andrew Buchanan.

Enclosure in No. 1.

(Translation.)

THE Ministry for Foreign Affairs has communicated the report of the committee for the examination and eventual alteration of the regulations now in force in Great Britain for the prevention of collisions at sea, enclosed in Sir A. Buchanan's note of 3rd April 1876 to the Marine Department of the Imperial and Royal War Ministry, as well as to the ministries of commerce in both sections of the empire, for their consideration, in so far as the interests of Austrian and Hungarian shipping are concerned.

The ministries in question have now expressed themselves in full agreement with the leading principle of the new regulations—the maintenance, as far as is practicable, of the existing rules—as well as with the reasons which should be decisive in drawing up the new Article XIX.

As, however, these regulations were first brought forward by Her Majesty's Government, and as they must necessarily be anxious to learn the views of the other Governments interested in the matter before finally deciding upon them, the above-mentioned ministries have proposed the following additions and alterations, which are partly drawn up in the interest of shipping in general, and partly relate to questions which have not been exhaustively treated of in the new propositions:—

1. In the regulations respecting lights to be carried, it would be desirable to define what lights are to be carried by sailing vessels when towed by other ships.

2. Article V. relates to signals to be hoisted by steamers when prevented by any accident from pursuing their course. It would be necessary to take measures for sailing vessels when in the same condition.

3. Article IX. merely mentions sailing pilot boats. It would be advisable to take steam pilot boats into consideration as well.

4. Section C. in Article XII. should bear reference not only to ships at anchor, but also to all such as, owing to any circumstances, might find themselves at sea without being in motion.

5. In Article XV. (new) it might be advisable to recommend that the words from "shall" in the second line to "words" inclusive in the third line should be omitted, and only to leave the sentence "each shall alter her course to starboard."

6. It would be desirable to adopt a new article, which should give expression to the duty of all captains to render assistance, as far as may be practicable, after a collision, and to give the name and place of destination of their own vessel, in the same manner as is laid down in 36 & 37 Vict. s. 16, c. 85.

7. Finally, it would be well to make a general rule to the effect that every captain should be required, in the interest of shipping, to see that these regulations are carried out; and on being acquainted with any irregularities, to have the matter brought before the competent authorities, if in a position to know the name and nationality of the ship in question.

The undersigned, in bringing this to the notice of Sir A. Buchanan, has the honour to request his Excellency to communicate these proposals to his Government, and to be kind enough to acquaint him with their decision upon the subject.

The undersigned,

Signed, for the Ministry for Foreign Affairs,  
Vienna, 28 February 1877.

Orczy.

— No. 2. —

(M. 5064—77).

Count *Beust* to the Earl of *Derby*.

Monsieur le Comte,

Belgrave-square, le 28 Mars 1877.

LE Ministère Impérial et Royal pour le Commerce va publier un nouveau règlement pour prévenir les collisions de navires en pleine mer, et serait désireux de savoir si ses vues à ce sujet correspondent à ceux du Board of Trade. Je me permets par conséquent de transmettre ci-annexée une traduction Anglaise des plus importants paragraphes du dit projet de règlement, avec prière de vouloir bien la soumettre au Board of Trade, et de me faire parvenir dans son temps les observations qui auront pu être faites à ce sujet par le Département Royal en question.

Veuillez agréer, Monsieur le Comte, les assurances de ma plus haute considération.

(signé) *Beust*.

Son Excellence le Comte de Derby,  
&c. &c. &c.

Enclosure in No. 2.

(Translation.)

THE following is the proposed regulation with regard to the white light to be carried at the mast head:

"The white mast-head light is only to be carried by steamers under steam, or under steam and sail, and is to be firmly fixed, like the coloured side lights. It is to be fixed on the fore side of the cap of the foremast, or in front of it, but not lower than the cap.

"In steamers which have a spar snowmast before the foremast the light is to be fixed at a height above the deck not less than the beam of the ship.

"Steamers carrying topsails are to have the light fixed in front of the crosstrees of the topgallants; or if there are no crosstrees, the light is to be fixed on the topmast just above the stay.

"Steamers using both steam and sail are not to be allowed to carry topgallant sails on the foremast at night time."



— No. 3. —

BELGIUM.

Mr. Lumley to the Earl of Derby.

(M. 11,155.)

My Lord,

British Legation, Brussels,  
6 August 1876.

ON the receipt of your Lordship's circular of the 27th of March last, respecting the proposed improvement in the existing regulations for the prevention of collisions at sea, I communicated to the Minister for Foreign Affairs, for the consideration of the Belgian Government, copy of the report and regulations which the committee appointed to consider the whole question of the Rule of the Road at Sea had laid before Her Majesty's Government. I have now the honour to transmit to your Lordship copy of the reply which his Excellency has received from the Minister of Public Works.

I have, &c.  
(signed) J. Savile Lumley.

The Right Hon. the Earl of Derby,  
&c. &c. &c.

Enclosure in No. 3.

RULE OF THE ROAD AT SEA.

LES amendements proposés par le comité du "Board of Trade" et du "Trinity House" ne donnent lieu à des observations de la part de l'administration de la Marine de Belgique qu'en ce qui concerne l'Article 9 (Lights for Pilot Vessels) et l'Article 19 (Optional Sound Signal to indicate a Steamer's Course).

Article 9. La rédaction de cet article paraît vicieuse en ce qu'elle semble en contradiction avec les stipulations de l'Article 6 du projet.

En effet, on peut conclure du 2<sup>o</sup> paragraphe, que le bateau-pilote qui n'est pas occupé à fournir ou à attendre un de ses agents, doit porter, comme les autres navires à voiles, les feux colorés des côtés. Or comme ce paragraphe ne dit pas ce que devient dans ce cas le feu de mâture (signe distinctif commun aux pilotes et aux vapeurs) celui-ci pourrait s'il doit être conservé (contrairement à ce qui est stipulé à l'Article 6) donner lieu à de graves méprises et à des contestations sérieuses en cas d'abordage.

Si de plus, l'article doit être interprété de cette manière, il compliquera singulièrement le mode d'éclairage du bateau-pilote qui, pour se conformer à la nouvelle prescription, sera obligé d'éteindre ses feux de côtés à chacune des opérations de délivrance ou de rembarquement d'un agent et de les rallumer en suite en reprenant sa croisière.

Il importe que les bateaux-pilotes en croisière aient un signal bien distinct des autres navires. L'Article 8 de l'ancien règlement a jusqu'ici répondu convenablement à cette condition.

S'il est vrai que l'éclairage actuel de ces bateaux exige des pilotes une vigie très-active, celle-ci tourne en définitive au profit de la navigation en général en même temps qu'à celui du pilotage, quand ce service est, comme en Belgique, institué et rémunéré par l'Etat.

Il serait donc préférable de conserver l'ancien Article 8 amendé quant au "flare-up light," et l'on pourrait, pour satisfaire au désir du comité, compléter par le paragraphe suivant:

"Toutefois, le bateau-pilote à voiles qui, soit à cause de l'état de la mer ou faute d'agents, se trouvera dans l'impossibilité de fournir des pilotes, amènera son feu distinctif de mât, et portera, comme tous les autres navires à voiles, les feux colorés des côtés."

Article 19. Quoique le système proposé des signaux indicateurs de route paraisse rationnel au premier abord, il est à craindre qu'il ne provoque en pratique la confusion ou des contestations très-sérieuses.

Ces signaux unissent à l'inconvénient de n'être que facultatifs de compliquer un règlement qui doit être autant que possible à la portée de l'intelligence des officiers marins de toutes les catégories, le défaut d'être superflue puisque l'article même qui les institue n'autorise pas de se départir des règles générale prescrites aux Articles 14, 15, 16, 17, 18, 20, et 21.

Par le fait de n'être que facultatifs, ces signaux peuvent provoquer de graves accidents,

car le navire à qui ils s'adresseront peut se croire autorisé à n'y pas prendre garde. Ce sera le plus souvent une question de tempérament, de vanité de grand à petit navire, ou parfois encore un acte brutal de rivalité de pavillon.

Qu'arriverait-il, par exemple, dans une passe étroite et sinueuse alors que la moindre hésitation pourrait être fatale, si de deux capitaines, l'un jugeant indispensable pour la sécurité de son navire d'user de la faculté donnée par l'Article 23, manœuvrait conformément au signal qu'il donne; tandis que l'autre ne *voulant* ni reconnaître un caractère obligatoire à ce signal ni admettre l'opportunité de la manœuvre indiquée, agissait conformément aux règles générales et notamment à celle prescrite par l'Article 21?

— No. 4. —

# CHILI.

(M. 12,712.)

Mr. *Drummond Hay* to the Earl of *Derby*.

British Legation in Chili,  
Valparaiso, 1 August 1876.

My Lord,

IN reference to your Lordship's Despatch of the 27th March last, transmitting copies of the Report and Draft Regulations relative to the improvement of the existing laws for prevention of collisions at sea, I have the honour to enclose herewith a copy and translation of a letter I received this day from the Chilean Minister for Foreign Affairs, to whom I had forwarded the matter for the consideration of the Chilean Government, and who now sends me the copy of a letter from the Chilean Minister of Marine, copy and translation enclosed, stating that his Government find the proposed improvements acceptable, and are willing to decree their adoption by the Chilean flag.

I have, &c.

(signed) *J. de V. Drummond Hay*.

The Right Hon. the Earl of Derby,  
&c. &c. &c.

Enclosure 1, in No. 4.

(Translation.)

Ministry for Foreign Affairs,  
Santiago, 29 July 1876.

Sir,

I HAVE the honour to annex a copy of a Despatch, dated the 21st instant, from my honourable colleague the Minister of Marine, in which he informs me that he is disposed to accept the amendments which it is proposed should be made on the existing international plan for the prevention of collisions at sea, and in reference to which you were good enough to send me certain documents some time back.

I avail, &c.

(signed) *J. Alfonso*.

*J. de V. Drummond Hay*,  
Her Britannic Majesty's Chargé d'Affaires in Chili.

Enclosure 2, in No. 4.

(Translation.)

Ministry of Marine, Chili.  
Santiago, 21 July 1876.

I HAVE received your note, dated 16th May last, as also the accompanying printed document, which was passed to your office from Valparaiso by the British Chargé d'Affaires. The printed paper referred to contains, amongst other various documents, the

the amendments which it is proposed to make on the existing international plan for the prevention of collisions at sea.

I have to express to you that this Ministry find the stated improvements acceptable and that the Government are disposed to decree their adoption by the National Marine.

May God guard you,  
(signed) *Ignacio Zenteno.*

(True copy.)

To the Minister for Foreign Affairs. (signed) *D. Gana, Chief Clerk.*

— No. 5. —

F R A N C E.

The Marquis *d'Harcourt* to the Earl of *Derby*.

(M. 8523.)

Monsieur le Comte,

Londres, le 3 Juin 1876.

PAR une lettre du 12 Mai 1874,\* l'Ambassade avait communiqué à votre Excellence une délibération du Conseil d'Amirauté relative aux modifications à introduire dans les règles internationales prescrites pour l'éclairage des bâtiments et les manœuvres destinées à prévenir les abordages. L'Ambassadeur d'Angleterre à Paris a récemment informé M. le Duc Decazes que ce document avait été l'objet d'une attention particulière de son Gouvernement qui, ayant reçu de sources diverses des communications de même nature, avait chargé une Commission spéciale d'étudier dans son ensemble cette importante question des abordages en mer.

\* See Enclosure in M. 7718, page 3, of Parliamentary Paper, No. 353, of Session 1874.

Cette Commission ayant préparé un rapport et un projet de règlement† qui ont été approuvés par le "Board of Trade," le "Trinity House" et le "Board of Admiralty," Lord Lyons a communiqué au Duc Decazes ces documents qu'il s'est empressé de soumettre à l'appréciation du Département de la Marine.

† See No. 1 (M. 10,272) of Parliamentary Paper, No. 58, of Session 1876.

M. l'Amiral Fourichon a fait examiner la question par le Conseil d'Amirauté qui, par une délibération en date du 16 du mois dernier, a conclu à l'adoption du règlement proposé par la Commission anglaise en ajoutant à l'Art. 17 un paragraphe relatif à la manœuvre des bâtiments isolés vis-à-vis des bâtiments remorqueurs.

J'ai l'honneur, Monsieur le Comte, sur le désir de M. le Ministre de la Marine, de vous transmettre ci-joint l'avis du Conseil d'Amirauté, et je m'empresse de vous faire savoir que, dans le cas où le Gouvernement de Sa Majesté Britannique jugerait convenable de réunir à Londres une commission internationale pour arrêter la rédaction définitive du nouveau règlement que nous adoptons en principe, des instructions, à ce sujet, seraient adressées par M. l'Amiral Fourichon à M. le Capitaine de Frégate de la Tour du Pin, Attaché naval à mon Ambassade.

Veuillez agréer les assurances de la haute considération avec laquelle

J'ai l'honneur, &c.  
(signé) *D'Harcourt.*

Son Excellence M. le Comte de Derby,  
&c. &c. &c.



Enclosure in No. 5.

## CONSEIL D'AMIRAUTÉ.

Séance du 16 Mai 1876, Présidée par M. le Vice-Amiral Jauréguiberry.

Objet de la délibération:—Modification aux règles internationales prescrites pour l'éclairage des bâtiments et les manœuvres destinées à prévenir les abordages.

Le Conseil d'Amirauté, saisi, par dépêche ministérielle du 29 Avril 1876 de l'examen d'un règlement anglais apportant des modifications aux règles internationales prescrites pour l'éclairage des bâtiments, et les manœuvres destinées à prévenir les abordages;

Vu les décrets des 25 Octobre 1862, 26 Mai 1869, et 28 Octobre 1873;

La délibération du Conseil d'Amirauté, en date du 10 Avril 1874;

La lettre du Ministre des Affaires Etrangères à son Collègue de la Marine, en date du 5 Avril 1876;

Le Rapport et le Projet de la Commission nommée par le Board of Admiralty, le Board of Trade et le Trinity House pour étudier les règlements destinés à prévenir les abordages en mer:

Ensemble les pièces du dossier;

Après en avoir délibéré:

Considérant que les décrets de 1862, 1869 et 1873, qui contiennent les règles internationales prescrites pour l'éclairage des bâtiments et les manœuvres destinées à prévenir les abordages, ont besoin d'additions et d'éclaircissements qui en facilitent l'exécution;

Que le Conseil d'Amirauté, consulté à ce sujet en Avril 1874, a élaboré un travail qui a été envoyé au Gouvernement Britannique et pris en très-sérieuse considération par la Commission anglaise;

Que le travail de cette Commission, s'il y apporte des améliorations, n'apporte aucun changement sérieux ou fondamental aux règles existantes, qui sont, en général, bien comprises;

Que dans un travail de cette nature, la clarté et la simplicité sont nécessaires;

Considérant qu'il est indispensable que les bâtiments, occupés à mouiller ou à relever des câbles télégraphiques, ou mis hors d'état de manœuvrer pour quelque cause que ce soit, puissent le faire connaître par des signaux très-apparents de jour comme de nuit;

Que dans les articles relatifs aux bateaux-pilotes et aux bateaux de pêche, il y avait lieu de bien préciser les feux que doivent porter ces bateaux dans leurs différentes positions;

Qu'en raison de la grande vitesse des bateaux à vapeur, il est urgent de réduire à deux minutes l'intervalle entre les signaux de brume;

Qu'un navire à vapeur, qui en gagne rapidement un autre, peut tomber sur lui sans avoir été averti de sa présence par les feux permanents qu'il ne peut voir, et qu'il est bon d'autoriser ce dernier à montrer un feu qui peut faire éviter l'abordage;

Considérant que, dans les cas de rencontre, le navire qui doit manœuvrer pour éviter l'abordage, peut venir d'un bord ou de l'autre, et que, la nuit surtout, un signal d'avertissement ne peut que contribuer à empêcher un désastre;

Que trois signaux sont suffisants, et que vouloir en employer davantage serait s'exposer à une confusion, dont les conséquences pourraient être graves;

Considérant que les seules modifications, apportées par la Commission anglaise au travail du Conseil d'Amirauté consistent:

1. Dans l'indication de signaux de jour et de nuit que doivent porter les navires qui mouillent ou relèvent des câbles télégraphiques, ou qui sont hors d'état de manœuvrer pour quel que cause que ce soit;

2. Dans quelques changements apportés dans les feux des bateaux-pilotes, les bateaux de pêche et les bateaux non-pontés;

3. Dans les intervalles entre les signaux de brume, réduits de trois à deux minutes;

4. Dans une précision plus grande imposée aux navires à voiles pour les signaux de brume qui font connaître leurs amures;

5. Dans une légère différence apportée à la signification des coups de sifflet qui donnent à un navire à vapeur la possibilité d'indiquer à un autre bâtiment la direction qu'il va prendre;

6. Dans l'obligation imposée aux navires à vapeur naviguant dans les chenaux-étroits de se tenir toujours dans la moitié du chenal située à leur droite;

Et,

Et, enfin, dans la suppression de l'obligation, pour les navires isolés, de manœuvrer pour ne pas gêner la route d'un navire qui remorque, obligation que le Conseil d'Amirauté demandait en 1874, et qu'il demande encore à établir;

Est d'avis:

D'adopter le projet de règlement proposé par la Commission anglaise, avec la seule addition à l'Article 17 d'un paragraphe ainsi conçu:

"Un navire à vapeur ou à voiles isolé doit manœuvrer de manière à ne pas gêner la manœuvre d'un navire qui en remorque un ou plusieurs autres."

(signé) *Jauréguiberry*,  
Le Vice Amiral, Vice Président.

— No. 6. —

GERMANY.

Count *Münster* to the Earl of *Derby*.

(M. 3935.)

(Translation.)

My Lord,

German Embassy, 5 March 1877.

IN continuation of my note of the 15th ultimo, I have the honour to inform your Excellency that the consideration of the proposals of the British Commission concerning the rules for the prevention of collisions at sea has been brought to a close, and that the result of it is determined.

I send your Excellency herewith a German draft which has been prepared on the basis of the British draft, as well as a *pro-memoria* in explanation of the matter.

The passage relating to the alterations in the British draft which are thought desirable, from the German point of view, are marked in red.\*

It would be greatly to the satisfaction of the Imperial Government if the proposed alterations, mentioned above, which are founded on practical considerations, could find favour with the British Government.

With the most distinguished consideration,

The Earl of Derby,  
&c. &c.

I have, &c.  
(signed) *Münster*.

Enclosure 1, in No. 6.

(Translation.)

DRAFT of REGULATIONS proposed by the German Government for preventing the COLLISION of SHIPS at SEA.

PRELIMINARY.

Article 1.

IN the following regulations every steam ship which is going under sail and not under steam is considered as a sailing ship, whilst every ship going under steam, whether under sail also or not, is considered as a steam ship.

REGULATIONS AS TO CARRYING LIGHTS.

*Lights.*

Article 2.

The lights mentioned in the following articles, and no others, must be carried in all weathers from sunset to sunrise.

\* The words printed in *italics* denote the alterations proposed by the German Government.

*Lights for Steam Ships.*

## Article 3.

A steam ship, if under way, must carry:—

a. On, or in front of, the *foremast*,\* not lower than *six metres above the hull*, and not behind the side-lights mentioned in this article under b. and c.,\* a bright white light, so arranged as to throw an uniform and unbroken light over an arc of the horizon of 20 points of the compass, that is, 10 points on each side, from ahead to two points abaft the beam (two points behind the direction right across, two points more aft than athwart) on each side, and so bright as to be visible on a dark night, with a clear atmosphere at a distance of at least five nautical miles;

b. On the starboard side, a green light so arranged as to throw an uniform and unbroken light over an arc of the horizon of 10 points of the compass, that is, from ahead to two points abaft the beam (two points behind the direction right across, two points more aft than athwart) at starboard, and so bright as to be visible on a dark night, with a clear atmosphere at a distance of at least two nautical miles;

c. On the port side a red light, so arranged as to throw an uniform and unbroken light over an arc of the horizon of 10 points of the compass, that is, from ahead to two points abaft the beam (two points behind the direction right across; two points more aft than athwart) at port, and so bright as to be visible on a dark night, with clear atmosphere, at a distance of at least two nautical miles;

d. The lanterns of these green and red side-lights must be provided with screens on the inboard side, projecting at least one metre in front of the light, so that the lights cannot be seen right across from the other side.

*Lights for Steam Tugs.*

## Article 4.

A steam ship which is towing another ship, must, to distinguish it from other steam ships, carry, besides the side-lights, two bright white top-lights perpendicularly one over the other, not less than a metre apart from each other. Each of these top-lights must be arranged in the same manner and be of the same brightness as the one top-light which other steam ships have to carry.

*Day and Night Signals for Ships\* that cannot be Worked.*

## Article 5.

The following ships, namely, a *ship*\* that is laying, taking in, or picking up, a telegraph cable; a steam ship which through an accident to the machinery, as well as a steam or sailing ship,\* which in consequence of an accident to the steering gear, cannot be worked, must carry by day in front of the *foremast*,\* not lower than *six metres above the hull*,\* three black balls or bodies each 65 centimetres diameter perpendicularly one over another, and not less than a metre apart from each other; and by night instead of its top-light, three red lights in globular lanterns, each at least 25 centimetres diameter perpendicularly one over the other, and not less than a metre apart from each other.

These bodies and lights are to be taken by approaching ships as signals that the ship using them cannot be worked, and is therefore unable to get out of the way.

The above-mentioned ships must not carry the side-lights, if they are not making any way through the water, but if they are making way they must carry them.

*Lights for Sailing Ships.*

## Article 6.

A sailing ship that is under way or being towed must carry the same lights as are directed by Article 3, for a steam ship under way, with the exception of the white top-light, which it is never to carry.

*Exceptional Lights for Men-of-War under way in Squadron.\**

## Article 7.

*Men-of-war are allowed, if two or more of them are sailing or steaming in squadron, to carry a white fixed light on the sternmost mast, which, however, are only to give light for six points on each side, that is from aft to two points behind the direction right across two points more aft than athwart.\**

\* The words printed in *italics* denote the alterations proposed by the German Government.



*Exceptional Lights for small Sailing Vessels.*

Article 8.

If, as in the case of small ships, during bad weather, the green and red lights cannot be securely fixed, then these lights must still be kept on deck ready for use at the respective sides of the ship, and on any approach of or to other ships must be shown timely enough to prevent a collision, and they must be shown in such wise as to be as clearly visible as possible; and so that the green light cannot be seen from the port side nor the red light from the starboard side.

In order to make the use of these portable lights more certain and easy, the lanterns must be painted outside with the colour of the light that they show, and must be provided with proper screens.

*Lights for Ships at Anchor.*

Article 9.

A ship lying at anchor, whether it be a steam ship or a sailing ship, must carry, where it can be seen best, but not higher than six metres above the ship's hull, a white light in a globular lantern of at least 20 centimetres diameter, and in such wise that a clear, uniform, and unbroken light be visible all round the horizon and at a distance of at least one nautical mile.

*Lights for Pilot Vessels.*

Article 10.

A pilot vessel,\* whether it be a sailing or a steam\* ship when engaged in conveying pilots, waiting for pilots, or *affording pilotage aid*,\* is not to carry those lights which are directed for other ships of its class,\* but a white light visible all round the horizon at or in front of the mast-head,\* and besides that is to exhibit a flare-up light at short intervals, which must never exceed 15 minutes.

A pilot vessel which is not engaged in conveying pilots, waiting for pilots, and not rendering any pilotage aid,\* must carry the lights directed for other ships of its class,\* when under way.

*Day and Night Signals,\* for Fishing Vessels and Lights for Boats.*

Article 11.

a. Open fishing vessels and other open boats *under sail*\* are not bound to carry the side lights directed for other ships; but every such boat must, instead thereof, have ready at hand a lantern with a green glass slide on one side and a red glass slide on the other side, and at every approach of or to other vessels the said lantern must be shown timely enough to prevent a collision, and in such wise that the green light cannot be seen from the port side, nor the red light from the starboard side.

b. A fishing vessel and open boat when lying at anchor must show a bright white light.

c. A fishing vessel engaged in drift-net fishing must carry on one of its masts *in daytime two black balls or bodies, each of 65 centimetres diameter perpendicularly one over the other, and not less than one metre apart from each other*;\* at night two red lights perpendicularly one over the other, and not less than a metre apart from each other.

d. A vessel fishing with the trawl net must carry on one of its masts *in daytime two black balls or bodies each of 65 metres diameter perpendicularly one over another, and not less than one metre apart from each other*;\* at night two lights perpendicularly one over the other, and not less than a metre apart from each other, the upper light red and the lower green; it must also carry, either the side lights directed for other ships, or if the side lights cannot be carried, have ready at hand the coloured lights directed in Article 8, or a lantern with a red and a green slide as described under a. in this article.

e. Fishing vessels and open boats may also use a flare-up light, if it be thought expedient to do so.

*Overtaken Ship may show Light.*

Article 12.

The regulations contained in the foregoing articles shall in no way prevent a ship which is overtaken by another ship, from attracting the attention of the latter by waving a light at the stern or by showing a flare-up light\* in order to avert a collision.

\* The words printed in *italics* denote the alterations proposed by the German Government.

## REGULATIONS FOR THE USE OF FOG AND OTHER SIGNALS.

*Sound Signals in Fog, Mist, or Falling Snow.*

## Article 13.

A steam ship must be provided with a steam whistle *or other steam signal apparatus giving an equally good sound,\** so fixed that the sound may not be intercepted by any obstructions, and also with an efficient fog horn to be sounded by a bellows or other mechanical means, and also with an efficient bell. A sailing ship must be provided with a similar fog horn and a similar bell.

In fog, mist, or falling snow, whether by day or night, the signals described in this article must be used as follows; that is to say,

- a.* A steam ship under way must give a prolonged blast with its steam whistle, *or other steam signal apparatus giving as good a sound,\** at intervals of not more than *three\** minutes.
- b.* A sailing ship under way must give a blast with its fog horn, at intervals of not more than *five\** minutes.
- c.* A steam ship and a sailing ship, if not under way, must ring the bell at intervals of not more than *five\** minutes.

*Moderation of Speed in Fog, &c.*

## Article 14.

Every ship, whether sailing or steam ship, must in fog, mist, or falling snow, go at a moderate speed *suitable to the circumstances.\**

## STEERING AND SAILING REGULATIONS.

*Two Sailing Ships.*

## Article 15.

If two sailing ships are approaching each other so that there is danger of a collision, one of them must go out of the way of the other, as stated below; namely,

- a.* A ship that is running free (a ship with a quarter wind) must go out of the way of a ship that is close-hauled (a ship sailing close to the wind).
- b.* A ship that is close-hauled on the port tack must go out of the way of a ship that is close-hauled on the starboard tack.
- c.* If both ships are running free with the wind on different sides, the ship that has the wind on the port must go out of the way of the other.
- d.* If both ships are running free with the wind on the same side, the ship that is to windward must go out of the way of the ship that is to leeward.
- e.* A ship that is running before the wind must go out of the way of the other ship.

*Two Steam Ships Meeting.*

## Article 16.

If two steam ships are going in a contrary direction straight on or nearly straight on towards each other, so that there is danger of a collision, each ship must alter its course to starboard, so that they may pass each other on the port side.

This article only applies if ships are approaching each other in contrary directions, straight on or nearly straight on, so that there is danger of a collision, but not if two ships can pass clear of each other if both keep their course.

Therefore it only applies if two ships are steering straight on or nearly straight on to each other; in other words, if in daytime each of the two ships sees the masts of the other in a line, or nearly in a line with its own, and by night if each of the two ships is in such a position as to be able to see both the side lights of the other.

It does not apply if in daytime a ship sees that its own course is crossed ahead by the other ship; or if by night the red light of the one ship is opposite to the red light of the other, or the green light of the one ship is opposite to the green light of the other, or if a red light without a green one, or a green light without a red one is in sight ahead, or if both coloured side lights are in sight anywhere but ahead.

\* The words printed in *italics* denote the alterations proposed by the German Government.

*Two Steam Ships whose Courses cross each other.*

Article 17.

If the courses of two steam ships cross each other so that there is danger of a collision, that steam ship which has the other on its own starboard side must go out of the way.

*Sailing Ship and Steam Ship.*

Article 18.

If a steam ship and a sailing ship are going in such directions that they are in danger of a collision, the steam ship must go out of the way of the sailing ship.

*Steam Ships must Slacken Speed.*

Article 19.

Every steam ship that is approaching another ship in such wise that there is danger of a collision, must slacken its speed, or, if necessary, stop and reverse (go backwards).

*Optional Sound Signals to indicate a Steamer's Course.*

Article 20.

A steam ship under way may indicate to another *steam*\* ship the direction which it intends to take by the following signals with its steam whistle; namely,—

One short blast means "I am directing my course to starboard":

Two short blasts mean "I am directing my course to port":

Three short blasts mean "I am going with full force astern."

*The repetition of the signal on the part of the steam ship hailed shall indicate that it has understood the signal. If it has not understood the signal, then several short blasts immediately emitted in quick succession shall indicate that it has not done so.\**

The use of these signals is optional, but if they are used the course of the ship must correspond with the signal given.

These signals are *only to be used if the ship that makes them has the other, for which they are intended, in sight.\**

This article does not authorise any departure from the steering and sailing regulations issued in this order.

*Ships which Overtake others.*

Article 21.

Every ship, *whether steam or sailing ship,\** must, on overtaking another, go out of the way of the latter.

*Steamers in Narrow Channels.*

Article 22.

In narrow channels every steam ship must, if it be safe and practicable, keep on that side of the fair-way or mid-channel which lies on the starboard side of the steamer.

*Explanation of Articles 15, 16, 17, 18, and 20.*

Article 23.

In all cases wherein, according to the above regulations, one of two ships is to go out of the way of the other, the latter must keep its course.

*Proviso for Special Cases.*

Article 24.

In observing the foregoing regulations, due regard shall always be had to all dangers of navigation, and no less to such special circumstances as might render a deviation from the foregoing regulations necessary in order to avert immediate danger.

\* The words printed in *italics* denote the alterations proposed by the German Government.



*Under no Circumstances is a Ship to Neglect the Needful Precaution.*

Article 25.

The foregoing regulations shall in no wise exonerate any ship, or the owner, the master, or the crew thereof, from the consequences of any neglect in the use of the lights or signals, or of default in proper watchfulness, or of neglect of any precaution required by the ordinary practice of seamen, or by the special circumstances of the case.

*Reservation in regard to existing Harbour Regulations.*

Article 26.

None of these regulations shall interfere with special regulations issued by a lawful authority relative to the navigation of any harbour, river, or inland waters.

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Enclosure 2, in No. 6.

(Translation.)

MEMORANDUM with Annotations to the German Draft of REGULATIONS for Preventing the COLLISION of SHIPS at SEA.

1. *In Article 3, under a.,* the part of the ship where the top-light is to be fixed is denoted by the words "on or in front of the foremast, not lower than six metres above the hull," first, with regard to those ships which have masts in one piece, or no distinguishable masthead, inasmuch as masts and topmasts are all one; then, because six metres above the hull is the minimum height from which the light must shine if it is to be visible at a distance of five nautical miles as directed. The addition: and "not behind the side-lights mentioned in this article under b. and c.," is recommended, in order on the one hand to prevent mistakes through the position of the lights as to the courses which the ships are taking, and, on the other hand, to give steam ships without masts a location where the lights they are to carry are to be fixed.

2. *In Article 5, paragraph 2,* by alteration of the words "steam ship," contained in the British draft, into "ship," it is intended to make the provisions of the article applicable to sailing ships also, and to steam ships which, according to Article 1, are considered as sailing ships, when they are employed in laying or taking in telegraph cables.

In paragraph 2 the words "or sailing ship" are added, and the words "or for any other reason," in the English text, are omitted; the first alteration is to enable sailing ships also that are not in working order to call attention to their situation by distinctive signals; the second alteration is to prevent the improper application of the regulation.

In accordance with the alteration recommended in Article 3, the words "in front of the foremast, not lower than six metres above the hull," are to be put in this article also.

3. After Article 6 of the British draft, the following is to be inserted as a new Article 7:—

*Men-of-war are allowed, if two or more of them are sailing or steaming in squadron, to carry a white fixed light on the sternmost mast, which, however, is only to give light for six points on each side, that is, from aft to two points behind the direction right across, two points more aft than athwart.*

The Imperial Admiralty attaches great importance to the insertion of this provision in the order. It is to serve chiefly for the prevention of those collisions which have manifestly often occurred from inability to estimate properly the distances between ships ailing in advance and those behind, for want of fixed stern light.

4. The alterations proposed in Article 10 (Article 9 of the British draft) are intended to extend the regulations of the article to pilot ships rendering assistance by sailing ahead, as well as to pilot steam ships in general, inasmuch as pilot service and pilotage aid are rendered by steam ships in some places, and there is no reason why they should not be made as conspicuous as pilot sailing ships.

The proposed alteration, according to which the top-light of the pilot ships may be fixed just as well in front of as on the mast itself, is recommended by the same considerations as have suggested the British proposal for the alteration in Article 3, under a.

5. In Article 11 (10) under a., the insertion of the words "under sail," after "open boats," is recommended, in order to express more clearly that the provision is only to be applicable to vessels under way.

In the alterations proposed under c. and d., day-signals are provided for drift and trawl-

net

net fishers, so that the character of the respective vessels may be recognised in daytime also.

These alterations also make it necessary to amplify the heading of the article.

6. Article 12 (11). Frequently a ship that is overtaken by another ship best attracts the attention of the latter by showing a flare-up light. It ought not to be prevented from doing this.

7. Article 13 (12). *Beginning.* As, besides whistles, there are sirens, as well as other sounding instruments, worked by steam, which are not inferior to the whistles in efficiency, it is advisable to give the option of using such apparatus; and this is the purpose of inserting "*or another steam signal apparatus giving an equally good sound.*"

a. According to the British draft, the repetition of the signals is to take place at intervals of not more than "two" minutes. This regulation is considered as going too far, and, therefore, it is recommended that "*three minutes*" be put in the place referred to, instead of "two minutes."

b. This section runs in the British draft thus:—

"A sailing ship under way shall make with her fog horn, at intervals of not more than two minutes, when on the starboard tack one blast, when on the port tack two blasts, and when with the wind abaft the beam three blasts."

Here it is to be remarked that though it is deemed very desirable to indicate the position of a sailing ship in foggy weather by means of distinct signals, the attainment of this object can only be considered as certain by bringing into use effective practical instruments (horn, trumpet, gong, or others) that are discernibly different in sound. The blasts given by one and the same instrument in fog would frequently lead to mistakes, inasmuch as of several blasts in wind and storm, often only one would be heard. This object, so well worth striving for, can, therefore, only be attained by the use of variously sounding instruments.

The technical solution of the question, however, offers difficulties, and on that account no definite proposals can be made for bringing a second fog signal instrument into use. It is therefore recommended to strike out the words, "when sailing on the starboard tack one blast, when sailing on the port tack two blasts, and when with the wind abaft the beam three blasts."

Moreover, it is proposed to put in the words "*five minutes*" instead of "two minutes."

With these alterations the section runs as follows:—

"A sailing ship under way must give a blast with its fog horn at intervals of not more than *five minutes.*"

8. In Article 14 (13) the insertion of the words, "*suitable to the circumstances*" after "moderate speed" is desired, in order that what is to be considered as "moderate speed" may always be estimated according to the circumstances of the separate case.

9. Article 16 (15). In the first paragraph the words of the British draft, "shall put her helm to port, or in other words" are left out, as it must be deemed quite sufficient if the direction which the ship is to take be indicated by the respective side. The omission of the aforesaid words of the English text relating to the steering order, is, moreover, urgently to be desired, because they may lead to mistakes amongst the mariners of those nations (France, Austria, &c.) which have adopted a steering order different from that which is customary in England.

10. Article 20 (19). In regard to the sound signals for indicating the direction which steam ships are about to take, the adoption of the "Pilot Rules" introduced into the United States of America by the Order of 10th June 1871, which are printed in the paper intitled "Laws, Rules, and Regulations governing the Steamboat Inspection Service, 1874," page 91, would be desirable, if it could be decided to make those rules obligatory, as is the case there. Here, however, it has been agreed to introduce them at first as optional only, and therefore the British proposals thereon are concurred in with the following modifications:—

a. That the signals be used between steam ships only;

b. That the respective signals are to be used not only when the ship *alters* its course, but also when it intends to affirm thereby the direction that it is pursuing; according to this then in the second and third section, instead of "*ich ändere*" (I am altering), it must be in the German text, "*ich richte*" (I am directing); and in the English text instead of "I am about to alter my course to starboard," it should be "I am pursuing my course to starboard," and instead of "I am about to alter my course to port," "I am pursuing my course to port," in accordance with the expression in Rule I. of the American Order referred to;

c. That a reply signal, as customary in America, be provided;

d. That the signals are also to be used when the fog, the mist, or the falling snow is not so thick as to prevent the ships from seeing each other.



In Sections 2 and 3 the mention of the steering order should be omitted, for the reason given in the note to Article 16.

11. Article 21 (20). It sometimes happens that steam ships are overtaken by sailing ships. In this case also the overtaking ship is to go out of the way. This should be expressly stated here, so that the article may not be inconsistent with Article 18 (17), which makes it the duty of steam ships in general to get out of the way of sailing ships.

Berlin, February 1877.

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— No. 7.—

N E T H E R L A N D S

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Sir *Edward Harris* to the Earl of *Derby*.

(M. 10,538.)

My Lord,

The Hague, 21 July 1876.

IN obedience to the instructions contained in your Lordship's Despatch, dated 27th March, I addressed a note to the Minister for Foreign Affairs, copy of which I have the honour to enclose, transmitting at the same time a copy of the report of the committee appointed by the Admiralty, the Board of Trade, and the Trinity House, to consider the regulations for preventing collisions at sea.

I have the honour to transmit copy of the answer of M. de Willebois containing the remarks of the Minister of Marine on the said report.

I have, &c.

(signed) *E. A. J. Harris.*

The Earl of Derby.

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Enclosure 1, in No. 7.

Her Britannic Majesty's Legation,  
The Hague, 4 April 1876.

M. le Ministre,

I HAVE the honour to acquaint your Excellency, that Her Majesty's Government have had under their consideration communications which they have received from various sources as to the improvement of the existing regulations for the prevention of collisions at sea, and a committee which was appointed with the view of considering the whole question of the Rule of the Road at Sea, having sat from time to time, has laid before the Government a Report and Draft Regulations which have been approved by the Board of Admiralty, the Trinity House, and the Board of Trade.

In accordance with the instructions of Her Majesty's Secretary of State for Foreign Affairs, I have the honour to transmit herewith to your Excellency, for the consideration of the Netherlands Government, a copy of the Report and Regulations in question.

I avail myself, &c.

(signed) *E. A. J. Harris.*

His Excellency M. de Willebois.

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Enclosure 2, in No. 7.

M. l'Amiral,

La Hague, le 20 Juillet 1876.

J'ai eu l'honneur de recevoir votre office du 4 Avril dernier, par lequel vous avez bien voulu me faire parvenir un exemplaire du rapport adressé au Gouvernement de Sa Majesté Britannique par la Commission chargée de la révision des règles actuellement en vigueur pour prévenir les collisions en mer.

Conformément au désir exprimé dans cet office, je n'ai pas manqué de soumettre ce rapport à la considération du Ministre de la Marine, qui vient de me retourner cette pièce, en m'informant que le projet rédigé par la dite Commission (annexe No. 1 du rapport)

ne



ne lui a suggéré qu'une seule observation, relative au contenu de l'Article 13. Cet article stipule que tout navire, soit à voiles soit à vapeur, sera obligé en temps de brume, de brouillard, ou de neige de n'avoir qu'une vitesse modérée, expression dont le sens ne paraît pas assez déterminé. Comme il est évident que l'article en question a pour but de diminuer autant que possible les chances d'une collision, mon collègue est d'avis qu'il serait utile de le compléter en y ajoutant le degré de vitesse auquel il serait permis de marcher dans les circonstances indiquées, vu que, par exemple, ce qui peut être considéré comme une vitesse modérée pour un "mail steamer" constitue encore un degré de vitesse que d'autres bâtiments n'atteignent qu'en filant à toute vapeur.

L'examen de ce rapport a fait surgir, en outre, la question s'il ne serait pas opportun de rendre obligatoire l'usage du "helm indicator," à l'effet de définir exactement la position du gouvernail. L'adoption de cet indicateur semble être recommandée à l'unanimité par les juges compétents en cette matière (ainsi qu'il résulte de la pièce ci-annexée\*), et il paraît que l'appareil en question pourrait remplacer avantageusement les signaux dans le même but au moyen du sifflet à vapeur, dont l'usage n'est pas rendu obligatoire par l'Article 19 du projet.

En me permettant, M. l'Amiral, de recourir à votre obligeant intermédiaire afin de faire porter ce qui précède à la connaissance de votre Gouvernement, et en vous priant de vouloir bien m'informer ultérieurement des modifications qui pourraient être la conséquence de cette communication,

Sir Edward Harris,  
&c. &c. &c.

Je saisis, &c.  
(signé) V. de D. de Willebois.

— No. 8. —

I T A L Y.

(M. 4456.)

Sir A. Paget to the Earl of Derby.

My Lord,

Rome, 14 March 1877.

WITH reference to your Lordship's Circular Despatch, of the 27th of March 1876, instructing me to communicate to the Italian Government the Report of the Committee appointed to consider the question of the Rule of the Road at Sea, I have the honour to transmit herewith copy and translation of a note addressed to me by Signor Melegari, informing me that the Minister of Marine is prepared to adopt the regulations approved by the Board of Admiralty as soon as he shall have been informed by me that they are in force in England.

The Right Hon. Earl of Derby  
&c. &c. &c.

I have, &c.  
(signed) A. Paget.

Enclosure in No. 8.

(Translation.)

Sir,

Rome, 14 March 1877.

IN my note of 9th April 1876, I had the honour to acknowledge the receipt of your Excellency's communication to me, on the 4th of the same month, of the report and draft regulations for preventing collisions at sea, which had been prepared by the Committee appointed for the purpose, and approved by the competent British authorities.

I now inform your Excellency that the Ministry of Marine having examined the draft regulations, reports to me that there is no reason for opposing the introduction of the projected modifications into our regulations also. And this will be carried out as soon as Her Majesty's Government shall have informed us that the new regulations are in force, of which fact, when it occurs, I shall be grateful if your Excellency will give me notice.

His Excellency Sir A. Paget, K.C.B.,  
&c. &c. &c.

I avail, &c.  
(signed) A. Peiroleri.

\* Printed testimonials in favour of the adoption of helm indicators by vessels at sea, to prevent collisions.

## — No. 9. —

The Rule of the Road at Sea in regard to "Overtaking" Ships as affected by the decision of the Court of Appeal in the case of the "Franconia."

(M. 6944.)

Admiral *Ryder*, Commander in Chief on the China Station, to the Admiralty.

"Audacious," at Hong Kong,

22 February 1877.

Sir,

IN forwarding, to be laid before the Lords Commissioners of the Admiralty, the accompanying letter from Captain P. H. Colomb, of the "Audacious," on the subject of collisions, I have to make the following remarks:—

1. As steamers increase rapidly in numbers and speed the difference between the speed of the fastest *and* slowest will probably increase also. Men-of-war steamers are now almost always, in peace time, proceeding at their most economical speed, about five knots. Merchant steamers vary from eight to nine knots in the ordinary trade to 14 and 15 in some mail packets and despatch vessels. It will result that the number of instances of one steamer "overtaking" another will increase, especially in rivers, narrow channels, direct ocean routes, &c.

2. No definition has been given in the Order in Council of the word "overtaking." In common with the Admiralty Court, and I believe all officers of the Royal Navy, I held that a vessel could not be considered an "overtaking" vessel merely because she was "crossing with risk of collision" anywhere *abast* the range of the side lights, which includes an angle of 12 points, but the decision of the Court of Appeal in the case of the "Franconia" maintains this view, viz., that a vessel so crossing is an "overtaking" vessel.

3. I am of opinion that immediate action should be taken by their Lordships to inform naval officers of this decision; at present it is only to be found in the newspapers; also by the Board of Trade to consider, and if necessary to bring under the notice of the Governments of all maritime nations, such explanatory notes or additional rules as may be found advisable.

4. The following are three additional regulations which are, I consider, necessary in consequence of the decision of the Court of Appeal. I am deeply impressed with the great importance of not multiplying rules, but novel decisions in the Court of Appeal, if fraught with mischief, as in this case, must necessitate new rules.

*Rule A.* This would reverse and over-rule the decision of the Court of Appeal as regards all cases happening after its enactment by Order in Council; it is as follows:—

"A vessel is an 'overtaking' vessel only so long as she is 'end on' or 'nearly end on' to the vessel 'overtaken,' or, in other words, only so long as the masts of the 'overtaking' vessel are 'in one' or nearly 'in one,' or, if at night, so long as both the red and green lights of the 'overtaking' vessel are seen on board the 'overtaken' vessel."

*Rule B.* "An 'overtaking' steamer shall pass on the starboard side of an 'overtaken' vessel, whether the latter is a steamer or a sailing vessel."

*Note.*—This leaves it free to an 'overtaking' sailing vessel to select the side on which she will pass an 'overtaken' vessel, whether steamer or sailing vessel, subject, of course, to any rule or regulation now in force.

*Rule C.* "No steamer shall have the right to cross the bow of any other vessel from that vessel's port to her starboard side, if, by so doing, any risk of collision would be incurred."

5. "A." merely defines an "overtaking" vessel in similar terms to those already used in defining a vessel approaching ahead, end on.

"B." prescribes



"B." prescribes the side on which an "overtaking" steamer shall pass any "overtaken" vessel.

(a.) It is advantageous to both vessels that this rule be made defining "the side." Most collisions are caused by the uncertainty as to what the other vessel is going to do.

(b.) The starboard side has been selected for two reasons :—

1st. Because it will oblige the "overtaking" vessel to port her helm. It will often be to some extent doubtful whether a white light seen ahead is the stern light of an "overtaken" vessel shown as suggested by the Committee that has lately sat and reported, or the mast-head light of a steamer approaching end on, the side lights being extinguished or not showing (both of which are frequently the case). To feel certain that whether the white light seen ahead proves to be *either* that of an "overtaken" vessel or an "approaching" vessel the helm would have to be *ported* (if it is necessary to alter course to avoid a collision) which is considered preferable to having to *starboard* if the light proved to be the stern light of an "overtaken" vessel and to *port* if it proved to belong to a vessel "approaching," as would be the case if the "overtaking" vessel had to pass on the port side of the "overtaken" vessel.

2nd. Another advantage is that the "overtaking" steamer having to *port* and pass the "overtaken" vessel on her starboard side, and the "overtaken" vessel having to *starboard* (but only if there is, in her captain's opinion, risk of collision) to clear the "overtaking" vessel as soon as the latter becomes a "vessel on the starboard side," the courses of both vessels will in that case tend to diverge, which will lessen, in fact entirely prevent, any chance of collision.

6. I am aware that there are arguments against prescribing any side on which the "overtaking" ship should pass, also arguments in favour of prescribing the port side; the most weighty is, that in that case the "overtaking" vessel having the "overtaken" vessel on her starboard side would be bound to keep clear of her, but on the whole, I, for the reasons given in B. (b.) prefer the starboard side, even although there is a risk of its adding to the engrained and mischievous prejudice for porting the helm under all doubtful circumstances.

7. The reasons for proposing the new rule C. are :—

(a.) That advanced in Captain Colomb's letter, viz., that it is necessary to provide against the evil effect of the dangerous teaching by the high authority mentioned by him, which recommends as one of several alternative courses, when another vessel is seen crossing ahead showing her red light (and there is risk of collision), to "go ahead" and "starboard the helm."

(b.) To as far as possible prevent the ill effects of the decision of the Court of Appeal, which, if it remains unreversed, will embarrass the captains of crossing vessels, as, for instance, in the common case of one vessel "A." approaching another vessel "B," say two to three points abaft the latter's starboard beam. The vessel "B," that has the other abaft her starboard beam, will never feel certain whether the latter considers herself an "overtaking" or "crossing" vessel. If the former, then "B." has now the right to stand on across "A.'s" bows and "A." must "keep clear," but if the latter, then "A." having "B." on her port side has the right to stand on, and "B." must keep clear. The proposed rule C. absolutely forbids "B." to cross "A.'s" bows if there is risk of collision, and will prevent many a catastrophe.

8. I have not yet alluded to the case of the "Travancore" and Her Majesty's ship "Audacious," alluded to by Captain Colomb. I concur entirely in his remarks. The circumstances are very interesting and instructive. We have in this case two intelligent experienced seamen commanding ships, differing in



the reading of the regulations, and now we learn that the Court of Appeal and the Court of Admiralty differ as widely on the same question, viz, What is an "overtaking" ship? The matter is of great importance, and in my opinion requires prompt attention.

I have, &c.  
(signed) *A. P. Ryder*,  
Vice-Admiral, Commander in Chief.

The Secretary of the Admiralty.

#### Enclosure in No. 9.

#### I. COLLISIONS.

Sir,

"Audacious," at Hong Kong,  
11 February 1877.

A CASE of technical "risk of collision" which recently occurred to Her Majesty's ship under my command, is of sufficient importance in its bearing on the present regulations for preventing collisions at sea to justify me in bringing it to your notice.

2. On the 5th December Her Majesty's ship "Audacious," proceeding from Amoy to Hong Kong, had been making her steam trial from 9 a.m. to 3 p.m., keeping up a speed of about 10 knots, and latterly was passing very slowly the Peninsular and Oriental steamer "Travancore;" this ship had been sighted at a great distance, broad on the port bow, and was soon made out to be steering a course slightly converging to a point ahead of both ships.

3. It happened quite accidentally that bearings of the "Travancore" were taken and distances estimated once or twice. The approximate positions of the ships at 1.30, 2.30 and 3 p.m. are given in the diagrams opposite.

The bearings at 1.30 and 2.30 are, I think, accurate.

The relative decrease of distance between the ships is also probably accurate in diagrams 1 and 2, but the actual distances are necessarily only estimates, and are possibly under the real distances.\* Diagram 3 is a mere eye estimate of both bearing and distance.

4. It would hardly occur to any one not conversant with the intricacies of the "Regulations for preventing Collisions," that a difference of opinion could exist as to which of the rules the ships were under in such very plain and matter of fact conditions as these, but in the result the commander of the "Travancore," in perfect good faith, put the ships under one article, and I, in equally good faith, put them under another. If a collision had occurred between the ships, it would have been entirely due to this difference of opinion.

5. The two articles in question are 14 and 17.† By Article 14 the ships would be considered "crossing ships," and it would then have been the duty of the "Travancore" to have kept out of the way of the "Audacious," while it would have been equally the duty of the "Audacious" to have kept her course.

By Article 17, on the contrary, it would be held that the "Audacious" was "overtaking" the "Travancore," and then it would have been the business of the "Audacious" to keep out of the way of the "Travancore," while the latter ought to have kept her course.

6. It happened that I had long ago, when I first began to point out the evils of the then law, put the question to Mr. Thomas Gray at the Board of Trade as to how that body would define Article 17, the "overtaking" clause. I was answered that it would be considered the converse of the "nearly-end-on" position of Article 13. That is, that the masts of the "overtaking" ship must be "in line, or nearly in line," with those of the "overtaken" ship in order to set Article 17 in action. I have no reason to suppose that the commander of the "Travancore" had been similarly informed; and for my own part, I have always felt that precisely the same doubt hangs over the limit of the "overtaking" clause, which used to hang over the limit of the obligation to port the helm.

7. However this may be, the result was that the "Audacious" and the "Travancore," presumed to be commanded by equally competent persons, found themselves on a fine day in the open sea steaming 10 knots at 2.30 p.m., with totally antagonistic views of their relative duties as prescribed by law.

8. As their courses converged, the ships very slowly approached each other, and as they

\* Note.—The "Travancore's" masthead angle was taken out for a height of 130 feet from truck to water-line.

† Articles 16 and 20 of the Revised Rules.



Diagram 2. 2.30 p.m.

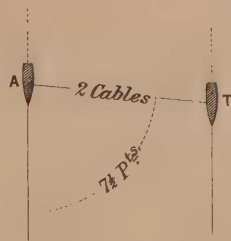


Diagram 3. 3 p.m.







they began to close, my idea was that the commander of the "Travancore," having the Chinese envoy to the Court of St. James' on board her, was giving him a nearer view of the ironclad. It did not strike me that he was keeping his course according to his view of the law, and that if he fouled us in so doing he would suppose us to blame, we being in his opinion the "overtaking" ship of Clause 17. I, on my part, was keeping my course in the full conviction that such was my duty under Articles 14 and 18, and that if the "Travancore" fouled Her Majesty's ship it would be so much the worse for her on all grounds. But, at the same time, I was aware that in no case was there any danger of fouling, Her Majesty's ship being perfectly under my command when at speed under steam alone; that there might be all the time technical risk of collision sufficient to set the law in force, but no real risk.

9. Under these conditions the "Travancore" was abeam of us soon after 2.30 p.m., and well on the port quarter at 3 p.m. This was the hour fixed for terminating the steam trial, and for making sail. The "Travancore" having closed considerably, I had it in my mind to warn her by signal to keep clear of us, as when sail is set before the wind the "Audacious" sometimes yaws unaccountably and unexpectedly. But still believing that her proximity to us was solely due to the Chinese envoy, and not to any notions of "rule of the road," I made no signal. In a very few minutes sail being made, with the "Travancore" on our port quarter, the "Audacious" did yaw unexpectedly, requiring immediate and large port helm to correct her. The movement, though not in my opinion attended with real danger, was sufficient to alarm those on board the "Travancore," who, on their arrival at Hong Kong, reported unofficially that Her Majesty's ship had nearly fouled the "Travancore," whereas I and the officers of the "Audacious," had we thought that there ever was a real danger, would certainly have said that the "Travancore" nearly fouled Her Majesty's ship.

10. I know, from experience in my prolonged and careful investigation into collision matters, that there is the greatest difficulty in getting attention to the most fatal divergencies of law and fact, unless disaster occurs to point the moral. Had it not been for the "Amazon" and other disasters in 1866, and had I not been able to show that not only these, but vast numbers of previous ones, were directly due to certain words in the Regulations, those words would not have been explained away, as they have been to our unquestionable benefit at sea. But I now offer a case quite as good as any collision, and yet not involving one. It is surely better to act on it than to wait for a disastrous illustration.

11. There are obviously only two ways of attacking the difficulty, either to issue an explanatory definition of the word "overtaking," in the same way as the words "end on, or nearly end on," have already been explained, or else to abolish Article 17, the overtaking clause altogether. One awkward part of all these explanations is their length, the adding of more words to regulations already verbose. Another is, that after all, no explanation can actually define where one rule ends and another begins, when there is no visible or definite mark between them. An explanation may check the progress of one rule towards universal dominion, as in the case of port helm, but it cannot do more. A third objection to explanations is that they run a chance of being interminable. A rule may be explained in terms of position as the "end on, or nearly on," case has been, but it will also require to be defined in terms of time. Are ships beginning on one rule, bound to continue on that rule and no other, whatever the changes of position may be? or do they change from rule to rule, and if so, when? If the "Audacious" had been held by authority to be "overtaking" the "Travancore" at an early period, would she have still been "overtaking" her when she was abeam or when she had passed her? These queries are obviously endless, but the worst of it is that they are not silly. Different men in different ships give different answers at a time when there is no overruling authority, and when their differences mean death and wreck.

12. I have, as you are aware, never seen reason to alter the deliberate opinion formed in 1866, after a complete and thorough study of the whole question. I think that only one rule is necessary at sea, and that a law which declares that "no ships shall have the right to cross the bow of any other ship from that other ship's port to her starboard side" is an all sufficient safe rule. The case in point is an exceedingly strong confirmation of my view as far as ships under steam are concerned. It was not the least trouble for either ship to steer clear of the other, and the only thing which brought them into close proximity was an assumed obedience to the law. There could never have been for a moment a doubt that the "Travancore" had the "Audacious" on her starboard side from first to last, but there was every doubt, as the result showed, which of two opposing laws the ships were under. The fact is, that the "right ahead" and "right astern" positions are the dead centres of the possible positions at sea; they cover an infinitely small part of the ground capable of being covered by any laws, and they may be safely left altogether out of the account. As long as they are in it, they cover a dangerously large area of doubtful ground. It is impossible to define where the one rule ends and the other begins.

13. I do not think it is of the least use to wrangle over the question whether, in the case detailed, the "Audacious" or the "Travancore" was wrong in her view of the law. There is plenty to be said on either side, but my contention is that the law should be

so plain, that no difference of opinion could arise, and that if it arises between reasonably competent men under ordinary conditions at sea, then the law is terribly in fault. It strikes me as surprising that two valuable masses like the "Audacious" and "Travancore" could be jeopardized by a verbal quibble, as they certainly might have been on this occasion.

14. Beyond the possible assistance which this case may have given to the common but incorrect notion that Her Majesty's ships are not very obedient to the rule of the road, no harm is done; but as the Crown almost always loses in a collision case, it would be to its advantage that the law should be exceedingly plain. Any court, with its natural bias against the Crown, would very likely have cast the "Audacious" in damages had a collision occurred on this occasion, but it would, of course, have been impossible to do so except by bringing in a second rule, by creating a doubt and giving it against her.

15. But finding on my arrival at Hong Kong the report abroad that I had nearly fouled the "Travancore," I naturally began to inquire whether I was distinctly wrong in supposing that a ship abeam of another, which had never been astern or nearly astern of her, could be an "overtaking" ship. I began to look again into some of the authoritative utterances on the matter, and though what I found did not assist me, I have been so much astonished at one paragraph, that though it does not bear directly on the case in point, I feel I ought not to delay a moment in expressing the strong opinion I hold about it.

16. The paragraph in question appears in a pamphlet on the rule of the road, "by authority," and issued, I think, by the Board of Trade in 1869, as a fifth edition. Section VI. of this pamphlet is stated to contain, "memoranda and diagrams agreed to by the Admiralty, the Board of Trade, and the Trinity House," and at page 51 is given the case of A, "a crossing steam ship" under Article 14, seeing a steamer's red light on her starboard bow. It is properly pointed out that in this case it lies upon A. to keep out of the way of the ship with the red light, and it is as an explanation or paraphrase of this "getting" or "keeping" out of the way that the sentence I speak of occurs. I cannot but submit that it should be immediately suppressed as a disastrous mistake which has escaped the attention of the departments concerned.

17. You will easily remember that when a ship under steam at sea sees the red light of another steamer on her starboard bow, she is practically in the only position which calls for action on her part in meeting other steamers. You will also easily recall to mind the fact that she is then under Article 14, and if so, not in that close proximity allowing of a departure from all rules in order to avoid "immediate danger."

If she were, she would not be under Article 14, but under Article 19.

18. Supposing, therefore, that any officer in charge of a ship under steam wishes to know what the Government mean when they say he is "to keep out of the way" of another ship which shows him her red and white lights on his starboard bow, *and nothing else*, and refers to this authoritative pamphlet for information, he will read there this advice: he must get out of the way by stopping or *going ahead or starboarding*, or porting, or going astern, as the circumstances of the case may require." I cannot imagine any sentence more calculated to sacrifice life and property than this. Article 14 is drawn to prevent a remote risk of collision from becoming an immediate risk, and it is quite certain that to *starboard* or to *go ahead* without starboarding are both wrong. Starboarding is wrong as a matter of seamanship. Going ahead is wrong as matter of seamanship and of law, for Article 16 distinctly orders a reduction of speed in *every* case of risk of collision. *But to go ahead and to starboard also* is not only wrong, but fatal, certain to lead to collision in ninety-nine cases out of a hundred. I should feel myself quite justified in suspending an officer from charge of a watch at sea who made me such an answer as this, and, am quite sure that no examining captains would pass a midshipman who answered that he would either *go ahead* or *starboard*, or do both, to clear a red light on his starboard bow. So that I conceive the paragraph has crept in through pure inadvertence, the Lords of the Admiralty and other Departments not being aware of the terrible advice which was circulating under their authority. I am quite aware that in Mr. Gray's popular rhymes somewhat similar advice is given, but in the first place I do not attach so much weight to unauthorised rhymes as to a sober, authoritative prose explanation, and in the second place the rhymes do not add the frightful and illegal advice to "go ahead" under such circumstances.

19. I should be glad if, looking at the dangers and difficulties which surround officers in charge of Her Majesty's ships, and if you consider I am drawing attention to some which are capable of immediate remedy, you would forward this letter to their Lordships, with the view of its being communicated to the Trinity Masters and the Board of Trade for any advice or assistance they may, with their Lordships' concurrence, see fit to offer us.

I have, &c.  
(signed) P. H. Colomb, Captain.

P.S.—The extreme importance of the points I have ventured to bring forward is strangely confirmed by the judgment of the Court of Appeal, delivered on 8th December 1876,



1876, in the case of the "Franconia," and which I have since read. Here, after a full inquiry, and on an admitted statement of facts, the Admiralty Court decided that the ships were "crossing ships" under Article 14. But the Court of Appeal now decides on the same facts that they were "overtaking" and "overtaken" ships under Article 17. According to the Admiralty Court, therefore, the "Audacious" took the right view in the case I mention, but according to the Court of Appeals she was wrong. But surely any law must be highly dangerous and improper which prescribes rules whose interpretation cannot be agreed upon by the highest Courts in the realm.

(signed) P. H. Colomb, Captain.

— No. 10. —

FURTHER REPORT of COMMITTEE appointed by the Admiralty, Board of Trade, and Trinity House, to revise the REGULATIONS for preventing COLLISIONS at SEA.

THE revised Regulations approved by the Admiralty, the Board of Trade, and the Trinity House in 1875, have been submitted to the Governments of Foreign Nations, and various criticisms upon them by those Governments have been referred to us. Certain observations by Admiral Ryder, R.N., and by Captain P. H. Colomb, R.N., have also been referred to us.

We have again carefully revised the proposed Rules with the help of these suggestions, and append a list of the Rules so revised, so printed as to show the fresh alterations we have made, and with notes annexed to each Article showing the reasons for these alterations.

The following are observations on the criticisms above referred to, showing in each case where we have not adopted any suggestions contained in them, what are our reasons.

*Observations on the Suggestions from the Austro-Hungarian Government.*

Observation 1.—The lights to be carried by sailing ships when towed are defined in Article 6.

Observation 2, Article 5.—The case of a sailing ship prevented by any accident from pursuing her course is provided for in the amended draft now submitted.

Observation 3, Article 9.—This Article is made to apply to steam pilot boats, though at present it is not known that there are any in use. See also note in printed memo. on this Article as altered.

Observation 4, Article 12, Section C.—The words used in the amended Article are such as to carry this suggestion into effect.

Observation 5, Article 15.—The phrase "port helm" is omitted in accordance with this suggestion.

Observation 6.—Her Britannic Majesty's Government would gladly see this suggestion carried into effect; but they fear that to introduce it into these Rules would much delay their passing. They have already made the suggestion the subject of a separate communication to Foreign Governments.

Observation 7.—This also is very desirable. But it seems to be a matter for the Legislature of each country with respect to its own shipping rather than for these Regulations.

*Observations on the further Regulations proposed in M. Beust's Letter of 28th March 1877.*

White mast-head light. The need of some amendment concerning the position of the white mast-head light of steamers is admitted, and Article 3 of the Regulations has in the amended draft now submitted been altered accordingly, so that it corresponds in many particulars with the Regulations proposed by the Austro-Hungarian Government.

The words in the Article "when under way," have the same effect as the words in the proposed Regulation "under steam."



The Article already states that it is to be "*fixed*" so as to show an uniform and unbroken light," &c.

The amended Article states that it is to be on or in front of the foremast, without specifying the exact part of the mast, a specification which it would be difficult to make sufficiently universal in its application. The suggestion that it is to be as high above the deck as the breadth of beam of the ship has been adopted, with the addition that this height is not to be less than 20 feet (6 metres). The Article already states that the light is to be so constructed and fixed as to throw an uniform and unbroken light over a certain arc of the horizon ahead of the ship. This seems to render unnecessary any specific prohibition of such sails or rigging as might interfere with the light.

*Observations on the Suggestions from the Belgian Government.*

Note on Article 9.—This Article has been amended in such a manner as will, it is believed, meet the criticisms of the Belgian Government.

It is made quite clear that it is only when on duty that the pilot vessel is to carry the distinctive mast-head light. When not on duty she will carry the same lights, and the same lights only, as other vessels.

The words "in supplying or waiting for pilots" have been altered, so as to make it clear that when a pilot vessel is on duty on her station, whether engaged at the moment in actually putting on board or receiving a pilot, or not, she is to carry the distinctive pilotage lights.

When going out or returning home she will cease to carry these lights, and will carry the ordinary ship's lights.

Note on Article 19.—The objections made by the Belgian Government to this Article would have great force if the effect of this Article were to exempt ships which make these signals from compliance with the ordinary steering and sailing rules, or if it were supposed to have that effect. The language of the Article has therefore been altered so as to make it perfectly clear that, whether this signal is used or not, the ordinary rules must be followed. Under these circumstances, the vessel to which the signal is made cannot possibly be placed in a greater difficulty by being informed of the precise course which the other vessel is adopting in order to obey the rules.

*Observations on the Suggestions from the French Government.*

It is highly gratifying to find that the proposals of the Committee on the Rule of the Road have met with a cordial reception at the hands of the French Government, and that, with the exception of one slight addition to Article 17, which the French Government consider it advisable to make, that Government are ready to concur.

The addition proposed by the French Government to be made to Article 17 runs as follows:—

"Un navire à vapeur ou à voiles isolé doit manœuvrer de manière à ne pas gêner la manœuvre d'un navire qui en remorque un ou plusieurs autres."

But it is apprehended that if this addition were made, and if the principle were laid down that vessels having others in tow were in no case to give way to single (*isolé*) vessels, whether sail or steam, the navigation of some of our large rivers would be rendered extremely difficult, especially in the case of a sailing vessel meeting several tugs proceeding to sea at the same time, when she might cross and recross the river at her convenience to cheat the tide, and thus be a fruitful source of collision.

Also a tug towing a vessel in ballast, or with little cargo, may often be better able to move out of the way than a deeply laden single vessel, especially if that vessel is a sailing vessel.

Under these circumstances, it appears on the whole that it would be better to leave such cases as these to be governed by the proviso contained in Article 23.

*Observations on the Suggestions from the German Government.*

N.B.—The notes are made to correspond with the numbers in the German Memorandum.

1. Article 3.—The Article is altered to meet the objection, but an addition has been made to the words specifying the height, because six metres would be too low in large ships.

The further addition appears undesirable, because there are ships with only one mast, and with that mast far aft in the ship.

2. Article 5.—These alterations are adopted in substance, but are worded so as to correspond with the alterations in Article 3.

3. New Article. The Committee adopt in principle the view taken in this Article; but they think it should be carried further, and should be embodied in a separate Article reserving to the naval departments of each country the power of determining its own station and signal lights for its fleets and convoys. *See Article 26.*

4. Article 10.—The suggestion that this Article should be extended to steam ships is adopted and incorporated.

It is not thought necessary to include vessels rendering pilotage service by sailing ahead, because the ship to which they are rendering service must know them, whilst for other ships it is better that they should carry ordinary lights. Nor does it seem necessary, as in Article 3, to omit the words “foremast head,” or to add other words, because pilot vessels always have a mast head at which the light should be exhibited.

5. Article 10. The words “under way” are inserted.

6. Article 11. The words “or by showing a flare-up light” are inserted.

7. Article 12. The words “or other efficient steam sound signal” are inserted.

8. (a.) The period of interval between the sounds has been very carefully considered, and it does not seem desirable to extend it, as proposed, because with intervals of five minutes and of three minutes there would be time for such an approach as to render collision imminent. There is no difficulty in frequent sounding of the signal.

(b.) It is quite true that no distinction in the nature of the sound can be relied on, but the distinction in the number of the blasts has been adopted with much success in America, and is adopted from that country. With this experience, it is hoped that the proposed rule may be adopted. If successful, it would have a most beneficial effect.

9. Article 15. It is agreed here and elsewhere to omit the expression “port helm.”

10. (a.) If a reply signal be not adopted, it seems unnecessary to make this change.

(b.) This suggestion is adopted.

(c.) It seems premature at present to introduce into the Regulations a reply signal, and to do so might cause misapprehension as to the purpose of the Article.

(d.) This suggestion is adopted.

The phrase “port helm” is omitted throughout.

11. Article 20. This suggestion is adopted.

*Observations on the Suggestions from the Government of the Netherlands.*

Article 13. The Netherlands Government suggest that the “moderate speed” at which vessels are to go in a fog, &c., should be more distinctly specified.

It may be admitted that the words of the Regulation are open to the charge of vagueness; but, on the other hand, it will be found extremely difficult, probably impossible, to define with advantage the exact rate at which different vessels ought to go under all the varying circumstances of weather, visibility, place, &c., &c., so that on the whole, it will be better to leave this principle to be worked out in detail by the discretion of navigators and the decisions of the courts.



Articles 13 and 19. The Netherlands Government further suggest the use of a helm indicator. The advisers of Her Britannic Majesty's Government would gladly adopt this suggestion, but they are afraid, at present at any rate, of introducing the compulsory use of numerous and complicated signals by the men who navigate the smaller and poorer class of shipping.

*Observations on the Suggestions by Admiral Ryder and by Captain P. H. Colomb, Her Majesty's Ship "Audacious," referred to the Committee by the Admiralty.*

The Committee have considered the letter from Admiral Ryder of 22nd February 1877, enclosing one from Captain Colomb. In these letters the judgment in the case of the "Franconia," and certain supposed rules of the Admiralty and Board of Trade, are criticised, and certain new rules are proposed.

It appears to the Committee that the criticisms in question are unfounded; that the proposed new rules are not needed, and that if adopted they would lead to confusion and possibly to danger. Had the decision in the case of the "Franconia" been to the effect that an "overtaking" ship may so alter her position with regard to the overtaken ship as to make it her own duty (*i.e.*, that of the overtaking ship) to keep her course, and the duty of the "overtaken" ship to get out of the way, such a decision might have justified the view taken by the captain of the "Audacious" in the course which, as shown in Captain Colomb's diagram and letter, he appears to have thought the right one. But it would have rendered nugatory the very wholesome rule which requires the overtaking ship to keep out of the way. Fortunately, the decision was to the contrary effect; the "Franconia" was held in both courts to be in the wrong, and according to the doctrine laid down in that case, the captain of the "Audacious" would in the hypothetical case of a collision with the "Travancore" have been properly adjudged in fault.

As regards the new rules proposed by Admiral Ryder, the proposed Rule A. would be attended with danger. There is every reason why, if a faster ship is overtaking a slower ship, it should be the duty of the faster ship to keep out of the way, and it would do away with the advantage of the rule were it confined to the rare case in which one vessel is end on with the other.

Proposed Rule B.—This rule is, in the opinion of the Committee, unnecessary, and if adopted, might do harm. When it is the duty of one ship to get out of the way of another, she should be allowed to do so in any way which circumstances require. There are cases in which it might be difficult or impossible to pass on the starboard side of the overtaken vessel.

Proposed Rule C.—This rule is to the effect that "no steamer shall have the right to cross the bow of any other vessel from that vessel's port to her starboard side if by so doing any risk of collision would be incurred." The framers of this rule, as would appear from the reasons alleged in support of it, seem to have supposed that in the published regulations, or official interpretation of those regulations, there is some statement or implication that one steamer ought in certain cases to cross the bows of another from port to starboard in such a manner as to involve risk of collision. It is scarcely necessary to observe that such statement or implication is imaginary. That there may possibly be cases in which one steamer may, in getting out of the way, find it the best and safest course to cross the bows of the other from port to starboard, is the utmost that can be inferred from the existing rules and the documents in question, and this inference is in accordance with the fact.

Under these circumstances, the proposed Rule C. appears to your Committee to be unnecessary. And at the same time its adoption would, in their opinion, lead to fresh dangers, for it would imply that a steamer has the right to cross the bow of any other vessel *from starboard to port*, even though by so doing risk of collision would be incurred.

(signed)	G. A. Bedford.	Thos. Gray.
	R. Collinson.	Digby Murray.
	F. J. O. Evans.	H. C. Rothery.
	T. H. Farrer.	C. G. Weller.

July 1877.



— No. 11. —

DRAFT of REGULATIONS for preventing COLLISIONS at SEA, showing the Amendments proposed by the Committee appointed by the Admiralty, Board of Trade, and Trinity House in July 1875; and also showing Alterations which have been made by the same Committee in 1877, principally in consequence of Suggestions made by Foreign Governments upon the Rules as so amended.

The words in "*Italics*" are new.

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PRELIMINARY.

Art. 1. In the following rules every steam ship which is under sail and not under steam is to be considered a sailing ship; and every steam ship which is under steam, whether under sail or not, is to be considered a ship under steam.

Definitions  
"Sailing  
Ship."  
"Steamship."

RULES CONCERNING LIGHTS.

Art. 2. The lights mentioned in the following articles, numbered 3, 4, 5, 6, 7, 8, 9, and 10, and no others, shall be carried in all weathers, from sunset to sunrise.

Lights.

Note on Art. 3.—This alteration is made in order to meet the objection that in some vessels the mast has no distinguishable "foremast head." The omission of the words "foremast head" makes it necessary to provide that the light shall be at a sufficient height; and this is effected by the latter words of the alteration.

Art. 3. A seagoing steam ship when under way shall carry:

(a.) ~~At, or in front of, but not lower than the~~ foremast head. *On, or in front of the foremast at a height above the hull of not less than 20 feet, and if the breadth of the ship exceeds 20 feet, then at a height above the hull not less than such breadth,* a bright white light, so constructed as to show an uniform and unbroken light over an arc of the horizon of 20 points of the compass; so fixed as to throw the light 10 points on each side of the ship, viz., from right ahead to two points abaft the beam on either side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles:

Lights for  
steam ships.

(b.) On the starboard side, a green light so constructed as to show an uniform and unbroken light over an arc of the horizon of 10 points of the compass; so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles:

(c.) On the port side, a red light so constructed as to show an uniform and unbroken light over an arc of the horizon of 10 points of the compass; so fixed as to throw the light from right ahead to two points abaft the beam on the port side; and of such a character as to be visible on a dark night with a clear atmosphere, at a distance of at least two miles:

(d.) The

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(d.) The said green and red side lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

Lights for ships under steam towing other ships.

Art. 4. A steam ship, when towing another ship shall, in addition to her side lights, carry two bright white ~~mast-head~~ lights in a vertical line one over the other, not less than three feet apart, so as to distinguish her from other steamships. Each of these ~~mast-head~~ lights shall be of the same construction and character, *and shall be carried in the same position as the mast-head white light which other steam ships are required to carry.*

Note on Art. 4.—The alterations in this Article are made in order to make it correspond with Article 3 as altered.

Day and night signals for ships not under command.

Art. 5. (1.) ~~The following ships, viz:~~

~~A steam ship laying or picking up a telegraph cable:~~

~~A steam ship which, in consequence of accident to her machinery or steering gear, or for any other reason, is not under command.~~

Note on Art. 5.—This alteration is made to meet the suggestion that a sailing ship not under command should show the same signals as a steam ship under similar circumstances.

The words from any "accident" instead of "any reason" are adopted in order to prevent the improper application of the regulation.

*A ship, whether a steam ship or a sailing ship, when employed either in laying or in picking up a telegraph cable, or which from any accident is not under command, shall by day carry in a vertical line one over the other, not less than three feet apart, in front of but not lower than her foremast head, three black balls or shapes, each two feet in diameter; and shall at night carry in place of her mast-head in the same position as the white light which steam ships are required to carry and, if a steam ship, in place of that light three red lights in globular lanterns, each not less than 10 inches in diameter, in a vertical line one over the other, not less than three feet apart.*

These shapes and lights are to be taken by approaching ships as signals that the ship using them is not under command, and cannot therefore get out of the way.

The above ships, when not making any way through the water, shall not carry the side lights, but when making way shall carry them.

Lights for sailing ships.

Art. 6. A sailing ship under way, or being towed, shall carry the same lights as are provided by Article 3 for a steam ship under way with the exception of the white ~~mast-head~~ light, which she shall never carry.

Exceptional lights for small sailing vessels.

Art. 7. Whenever, as in the case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for use; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side.

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of

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the light they respectively contain, and shall be provided with proper screens.

Art. 8. A ship, whether a steam ship or a sailing ship when at anchor, shall carry, where it can best be seen, but at a height not exceeding 20 feet above the hull, a white light, in a globular lantern of not less than eight inches in diameter, and so constructed as to show a clear uniform and unbroken light visible all round the horizon, and at a distance of at least one mile.

Lights for ships at anchor.

Note on Art. 9.—This omission of the word "sailing" is made in order to meet the possible case of a steamer employed on pilotage service, although no such case is known to exist at present. Should such cases become frequent it would probably be necessary to devise some special distinguishing mark for such vessels. The words "on her station on pilotage duty" are inserted in lieu of the words "in supplying or waiting for pilots," in order to meet the objection that the latter words do not meet the case of a vessel cruising with pilots on board, and waiting for inward-bound ships.

The words "or flare-up lights" are added in order that where the pilot vessels of two or more countries are at one station, e.g. Dungeness, the pilotage authorities of the different countries may be able to give their vessels distinctive signals by varying the number of the flare-up lights.

Note on Art. 10.—The word "glass" is substituted for "slide." The words "when under way" are added in order to make (a) correspond with (b), and to express distinctly that (a) applies to boats in motion only.

Art. 9. A sailing pilot vessel, when engaged in supplying or waiting for pilots, on her station on pilotage duty, shall not carry the lights required for other sailing vessels, but shall carry a white light at the mast-head, visible all round the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals which shall never exceed fifteen minutes.

Lights for pilot vessels

A sailing pilot vessel, when not engaged in supplying or waiting for pilots, shall carry coloured-side lights similar to those of other sailing ships under-way.

Art. 10. (a.) Open fishing boats and other open boats when under way shall not be required to carry the side lights required for other vessels, but every such boat shall in lieu thereof have ready at hand a lantern with a green slide glass on the one side, and a red slide glass on the other side; and on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard side.

Lights for open boats and fishing vessels.

(b.) A fishing vessel and open boat when at anchor shall exhibit a bright white light.

(c.) A fishing vessel, when employed in drift net fishing, shall carry on one of her masts two red lights in a vertical line one over the other, not less than three feet apart.

(d.) A trawler at work shall carry on one of her masts two lights in a vertical line one over the other, not less than three feet apart, the upper light red, and the lower green, and shall also either carry the side lights required for other vessels, or if the side lights cannot be carried, have ready at hand the coloured lights as provided in Article 7, or a lantern with a red and a green glass slide as described in paragraph (a) of this Article.

(e.) Fishing vessels and open boats shall not be prevented from using a flare-up in addition, if they desire to do so.

(f.) The lights mentioned in this Article are substituted for those mentioned in the 12th, 13th, and 14th Articles of the Convention between France and England scheduled to the British Sea Fisheries Act, 1868.



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## Notes.

Overtaken  
ships shall  
show a light.

Art. 11. ~~Nothing in the above Article shall prevent~~ A ship which is being overtaken by another *shall show from her stern from waving a light astern* to such last-mentioned ship *a white light or a flare-up light*, in order to prevent collision.

Note on Art. 11.—This rule has been made compulsory instead of optional. Experience in collision cases, and the great increase of fast steamers make this change necessary. It is a change in form rather than in substance, since the Courts of Law would probably hold that the showing a light astern by an overtaken ship, if once made lawful, is a precaution which no seaman ought to neglect. It has been suggested that a flare-up light would often be better seen than a lantern shown by hand, and the words "flare-up light" have been added accordingly.

Sound signals  
in fog, mist,  
or falling  
snow.

## RULES CONCERNING FOG, &amp;c. SIGNALS.

Art. 12.—A steamship shall be provided with a steam whistle *or other efficient steam sound signal*, so placed that the sound may not be intercepted by any obstructions, and with an efficient fog-horn to be sounded by a bellows or other mechanical means, and also with an efficient bell. A sailing ship shall be provided with a similar fog-horn and bell.

In fog, mist, or falling snow, whether by day or night, the signals described in this Article shall be used as follows; that is to say,

(a.) A steam ship under way shall make with her steam whistle, *or other steam sound signal*, at intervals of not more than two minutes, a prolonged blast.

(b.) A sailing ship under way shall make with her fog-horn, at intervals of not more than two minutes, when on the starboard tack one blast, when on the port tack two blasts *in succession*, and when with the wind abaft the beam three blasts *in succession*.

(c.) A steamship and a sailing ship when not under way shall, at intervals of not more than two minutes, ring the bell.

Note on Art. 12.—It has been suggested that there are other sound instruments, such as sirens, as efficient as whistles; and words have been added to admit of their use.

Note on Art. 12 (b).—The words "in succession" are added in order to make it clear that there is not to be a long interval.

Speed to be  
moderate in  
fog, &c.

Art. 13. Every ship, whether a sailing ship or steam ship, shall, in a fog, mist, or falling snow, go at a moderate speed.

## STEERING AND SAILING RULES.

Two sailing  
ships.

Art. 14. When two sailing ships are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, viz.:—

(a.) A ship which is running free shall keep out of the way of a ship which is close-hauled.

(b.) A ship which is close-hauled on the port tack shall keep out of the way of a ship which is close-hauled on the starboard tack.

(c.) When both are running free with the wind on different sides, the ship which has the wind on the port side shall keep out of the way of the other.

(d.) When both are running free with the wind on the same side, the ship which is to windward shall keep out of the way of the ship which is to leeward.

(e.) A ship which has the wind aft shall keep out of the way of the other ship.

*Note.*

Note on Art. 15.—The words “port helm” are omitted in this and subsequent Articles. However well understood by English sailors, they are derived from the movements of a tiller, and are not applicable to the modes of steering now in general use. Nor are they used by other nations.

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Art. 15. If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, each shall ~~put her helm to port; or, in other words,~~ shall alter her course to starboard, so that each may pass on the port side of the other.

Two ships under steam meeting.

This Article only applies to cases where ships are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two ships which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are when each of the two ships is end on, or nearly end on, to the other; in other words, to cases in which, by day, each ship sees the masts of the other in a line, or nearly in a line, with her own; and, by night, to cases in which each ship is in such a position as to see both the side lights of the other.

It does not apply by day, to cases in which a ship sees another a-head crossing her own course; or by night, to cases where the red light of one ship is opposed to the red light of the other, or where the green light of one ship is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen a-head, or where both green and red lights are seen anywhere but a-head.

Art. 16. If two ships under steam are crossing, so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

Two ships under steam crossing.

Art. 17. If two ships, one of which is a sailing ship, and the other a steam ship, are proceeding in such directions as to involve risk of collision, the steam ship shall keep out of the way of the sailing ship.

Sailing ship and ship under steam.

Art. 18. Every steam ship, when approaching another ship, so as to involve risk of collision, shall slacken her speed, or stop and reverse, if necessary.

Ships under steam to slacken speed.

Note on Art. 19.—The principal alteration in this Article is made in order to incorporate with the directing clause the two last provisoes, and to make it clear (1) that the Article does not authorise any course not authorised by the other regulations, and (2) that the optional sound signals are to be used only when the other ship is in sight. The other alterations are for the purpose of getting rid of the phrase port helm. See above, Art. 15.

Art. 19. *In taking any course authorised or required by these Regulations, a steam ship under way may indicate to another ship the direction she proposes to take that course to any other ship which she has in sight, by the following signals on her steam whistle, viz. :—*

Optional sound signals to indicate the course of ships under steam.

One short blast to mean “~~I am about to port my helm;~~” in other words, “I am about to alter directing my course to starboard :”

Two short blasts to mean “~~I am about to starboard my helm;~~” in other words, “I am about to alter directing my course to port :”

Three short blasts to mean “I am going full speed astern.”

The use of these signals is optional; but if they

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they are used, the course of the ship must be in accordance with the signal made.

~~They are not to be used in fog, mist, or falling snow, when the other ship is not visible.~~

~~This Article does not authorise any departure from the steering and sailing rules contained in these regulations.~~

Ships overtaking other ships.

Art. 20. *Notwithstanding anything contained in any preceding Article every vessel ship, whether a sailing ship or a steamship, overtaking any other vessel shall keep out of the way of the last-mentioned vessel overtaken ship.*

Note on Art. 20.—The words are altered to make it clear that in any case of apparent conflict between any of the previous Articles and Art. 20, Art. 20 is to prevail.

Ships under steam in narrow channels.

Art. 21. In narrow channels every steam ship shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such ship.

Construction of Articles 14, 16, 17, and 20.

Art. 22. Where by the above rules one of two ships is to keep out of the way, the other shall keep her course.

Proviso to save special cases.

Art. 23. In obeying and construing these rules, due regard shall be had to all dangers of navigation; and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

No ship under any circumstances to neglect proper precautions.

Art. 24. Nothing in these rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Reservation of rules for harbours,

Art. 25. Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbour, river, or inland navigation.

Special lights for squadrons and convoys.

Art. 26. *Nothing in these rules shall interfere with the operation of any special rules made by the Government of any nation with respect to the station and signal lights of two or more ships of war or of ships sailing under convoy.*

Note on Art. 26.—This Article is entirely new. It is added in order to prevent collision between these regulations and the regulations which the Government of different countries are obliged to issue for the guidance of their fleets. It may be presumed that any regulations so issued will be such as not to lead to danger.



INTERNATIONAL STEERING AND SAILING RULES AS NOW EXISTING.

REGULATIONS for Preventing COLLISIONS at SEA, &c.

*Preliminary.*

Art. 1. In the following rules every steam ship which is under sail and not under steam is to be considered a sailing ship; and every steam ship which is under steam, whether under sail or not, is to be considered a ship under steam.

*Rules concerning Lights.*

Art. 2. The lights mentioned in the following Articles, numbered 3, 4, 5, 6, 7, 8, and 9, and no others, shall be carried in all weathers, from sunset to sunrise.

*Lights for Steam Ships.*

Art. 3. Seagoing steam ships when under weigh shall carry :

(a.) *At the Foremast Head*, a bright white light, so fixed as to show an uniform and unbroken light over an arc of the horizon of 20 points of the compass; so fixed as to throw the light 10 points on each side of the ship, viz., from right ahead to two points abaft the beam on either side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles :

(b.) *On the Starboard Side*, a green light, so constructed as to show an uniform and unbroken light over an arc of the horizon of 10 points of the compass; so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles :

(c.) *On the Port Side*, a red light, so constructed as to show an uniform and unbroken light over an arc of the horizon of 10 points of the compass; so fixed as to throw the light from right ahead to two points abaft the beam on the port side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles :

(d.) The said green and red side lights shall be fitted with inboard screens, projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

*Lights for Steam Tugs.*

Art. 4. Steam ships, when towing other ships, shall carry two bright white mast-head lights vertically, in addition to their side lights, so as to distinguish them from other steam ships. Each of these mast-head lights shall be of the same construction and character as the mast-head lights which other steam ships are required to carry.

*Lights for Sailing Ships.*

Art. 5. Sailing ships under weigh, or being towed, shall carry the same lights as steam ships under weigh, with the exception of the white mast-head lights, which they shall never carry.

*Exceptional Lights for small Sailing Vessels.*

Art. 6. Whenever, as in the case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their  
 410. E respective

respective sides of the vessel, ready for instant exhibition; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side.

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with suitable screens.

#### *Lights for Ships at Anchor.*

Art. 7. Ships, whether steam ships or sailing ships, when at anchor in roadsteads or fairways, shall exhibit, where it can best be seen, but at a height not exceeding 20 feet above the hull, a white light, in a globular lantern of eight inches in diameter, and so constructed as to show a clear uniform and unbroken light visible all round the horizon, and at a distance of at least one mile.

#### *Lights for Pilot Vessels.*

Art. 8. Sailing pilot vessels shall not carry the lights required for other sailing vessels, but shall carry a white light at the mast head, visible all round the horizon, and shall also exhibit a flare-up light every 15 minutes.

#### *Lights for Fishing Vessels and Boats.*

Art. 9. Open fishing boats and other open boats shall not be required to carry the side lights required for other vessels; but shall, if they do not carry such lights, carry a lantern having a green slide on the one side and a red slide on the other side; and on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard side.

Fishing vessels and open boats when at anchor, or attached to their nets and stationary, shall exhibit a bright white light.

Fishing vessels and open boats shall, however, not be prevented from using a flare-up, in addition, if considered expedient.

#### *Rules concerning Fog Signals.*

Art 10. Whenever there is fog, whether by day or night, the fog signals described below shall be carried and used, and shall be sounded at least every five minutes, viz.:—

(a.) Steamships under weigh shall use a steam whistle placed before the funnel, not less than eight feet from the deck:

(b.) Sailing ships under weigh shall use a fog horn:

(c.) Steam ships and sailing ships when not under weigh shall use a bell.

#### *Two Sailing Ships meeting.*

Art. 11. If two sailing ships are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

#### *Two Sailing Ships crossing.*

Art. 12. When two sailing ships are crossing so as to involve risk of collision, then, if they have the wind on different sides, the ship with the wind on the port side shall keep out of the way of the ship with the wind on the starboard side; except

except in the case in which the ship with the wind on the port side is close-hauled, and the other ship free, in which case the latter ship shall keep out of the way ; but if they have the wind on the same side, or if one of them has the wind aft, the ship which is to windward shall keep out of the way of the ship which is to leeward.

*Two Ships under Steam meeting.*

Art. 13. If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

*Two Ships under Steam crossing.*

Art. 14. If two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

*Sailing Ship and Ship under Steam.*

Art. 15. If two ships, one of which is a sailing ship, and the other a steam ship, are proceeding in such directions as to involve risk of collision, the steam ship shall keep out of the way of the sailing ship.

*Ships under Steam to slacken Speed.*

Art. 16. Every steamship, when approaching another ship so as to involve risk of collision, shall slacken her speed, or, if necessary, stop and reverse ; and every steam ship shall, when in a fog, go at a moderate speed.

*Vessels overtaking other Vessels.*

Art. 17. Every vessel overtaking any other vessel shall keep out of the way of the said last-mentioned vessel.

*Construction of Articles 12, 14, 15, and 17.*

Art. 18. Where by the above rules one of two ships is to keep out of the way, the other shall keep her course, subject to the qualifications contained in the following Article.

*Proviso to save special Cases.*

Art. 19. In obeying and construing these rules, due regard must be had to all dangers of navigation ; and due regard must also be had to any special circumstances which may exist in any particular case rendering a departure from the above rules necessary in order to avoid immediate danger.

*No Ship, under any Circumstances, to neglect proper Precautions.*

Art. 20. Nothing in these rules shall exonerate any ship, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.



EXTRACT from ORDER in COUNCIL explaining Articles 11 and 13 of the  
RULES for Preventing COLLISIONS at SEA.

The two Articles, numbered 11 and 13 respectively, only apply to cases where ships are meeting end on, or nearly end on, *in such a manner as to involve risk of collision*. They, consequently, do not apply to two ships which must, if both keep on their respective courses, pass clear of each other.

The only cases in which the said two Articles apply are when each of the two ships is end on, or nearly end on, to the other; in other words, to cases in which, *by day*, each ship sees the masts of the other in a line, or nearly in a line, with her own; and *by night*, to cases in which each ship is in such a position as to see both the side lights of the other.

The said two Articles do not apply *by day*, to cases in which a ship sees another *a-head* crossing her own course; or *by night*, to cases where the red light of one ship is opposed to the red light of the other; or where the green light of one ship is opposed to the green light of the other; or where a red light without a green light, or a green light without a red light, is seen *a-head*; or where both green and red lights are seen anywhere but *a-head*.

RULE OF THE ROAD AT SEA.

COPY of Further CORRESPONDENCE and REPORT  
concerning the steps taken to revise the REGU-  
LATIONS for PREVENTING COLLISIONS at SEA  
(Rule of the Road at SEA) (in continuation of  
Parliamentary Paper, No. 68, of Session 1876).

(Mr. Edward Stanhope.)

Ordered, by The House of Commons, to be Printed,  
10 August 1877.

[Price 8 d.]

410.

Under 4 oz.

SEAMEN'S SAVINGS BANKS AND MONEY ORDERS.

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ACCOUNT of all DEPOSITS Received and Repaid by the Board of Trade, under the Authority of the SEAMEN'S SAVINGS BANK ACT, 1856, during the Year ended 20th November 1876, and of the Interest thereon :

ALSO,

STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS Issued at PORTS in the UNITED KINGDOM and at PORTS ABROAD, and Paid at PORTS in the UNITED KINGDOM, from 1855 to 1876, inclusive.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

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*Ordered, by The House of Commons, to be Printed,*  
*14 August 1877.*

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## SEAMEN'S SAVINGS BANKS.

YEAR ended 20th November 1876.

AN ACCOUNT of all Deposits Received and Repaid by the BOARD of TRADE, under the Authority of the SEAMEN'S SAVINGS BANK ACT, 1856, 19 & 20 Vict. c. 41, during the Year ended 20th November 1876, and of the Interest thereon.

*Note.*—The Account is made up to the 20th of November, that being the date to which Interest for Savings Banks is calculated by the Commissioners for the Reduction of the National Debt.

## RECEIPTS.

	£.	s.	d.
To Balance on 20th November 1875 - - - - -	88,662	3	7
To Amount received from Depositors during the Year ended 20th November 1876, viz. :—			
From Depositors in the Seamen's Savings Bank - - - - -	43,680	-	5
From Depositors in the Seamen's Temporary Deposit Bank at the Mercantile Marine Office at Liverpool - - - - -	7,051	10	-
	50,731	10	5
To Amount of Interest received from the National Debt Office for the Year ended 20th November 1876 - - - - -	2,888	3	-
	£.	142,281	17 -

## PAYMENTS.

	£.	s.	d.
By Amount of Repayments during the Year ended 20th November 1876, viz. :—			
To Depositors in the Seamen's Savings Bank - - - - -	40,144	15	11
To Depositors in the Seamen's Temporary Deposit Bank at the Mercantile Marine Office at Liverpool - - - - -	6,971	5	-
	47,116	-	11
By Balance as under - - - - -	95,165	16	1
	£.	s.	d.
Invested with Commissioners for the Reduction of the National Debt - - - - -	92,591	15	5
In hands of Her Majesty's Paymaster General - - - - -	2,574	-	8
	£. 95,165	16	1
Due to 2,572 Depositors, including Interest to 20th November 1876, on the Balances in the Seamen's Savings Bank - - - - -	90,773	16	7
Surplus Interest - - - - -	4,391	19	6
	£. 95,165	16	1
	£.	142,281	17 -

Board of Trade, }  
March 1877. }

R. G. C. Hamilton,  
Assistant Secretary.



## SEAMEN'S MONEY ORDERS.

YEARS 1855 to 1876.

STATEMENT showing the Number and Amount of SEAMEN'S MONEY ORDERS issued at PORTS in the UNITED KINGDOM, and at PORTS ABROAD, and paid at PORTS in the UNITED KINGDOM, from 1855 to 1876, inclusive.

						ISSUED.		PAID.	
						Number.	Amount.	Number.	Amount.
							£. s. d.		£. s. d.
Ports in the United Kingdom from 1st May 1855 to 31st December 1875, and at Continental Ports from 1st April 1865 to 31st December 1875.						867,877	5,215,739 17 9	865,967	5,209,864 4 5
Ports in the United Kingdom during the Year ended 31st December 1876.						60,647	355,115 16 11	64,324	415,433 - 3
The following Ports abroad during the year ended 31st December 1876, viz.:—						4,003	59,989 4 3		
PORTS.	No.	Amount.	PORTS.	No.	Amount.				
		£. s. d.			£. s. d.				
- - -	8	125 17 -	Brought forward	2,416	37,607 17 5				
ndria -	11	149 - -	Havana -	1	9 - -				
rdam -	83	1,132 10 -	Havre -	916	12,942 5 7				
erp -	515	6,454 8 6	Honfleur -	8	19 - -				
nore -	9	102 10 -	Kertch -	3	30 - -				
ay -	62	714 16 10	Leghorn -	3	10 - -				
aux -	63	678 5 -	Lisbon -	13	161 10 -				
n -	19	304 - -	Malaga -	1	3 - -				
gne -	5	23 18 -	Marseilles -	189	2,933 13 8				
erhaven -	137	1,866 10 8	Nantes -	72	1,794 10 -				
- -	51	1,012 11 5	Newchwang -	1	5 - -				
- -	4	56 11 3	New Orleans -	30	289 1 -				
- -	1	10 - -	Piræus -	12	114 - -				
itta -	177	1,257 10 3	Rangoon -	5	199 13 3				
oo -	1	5 - -	Riga -	2	3 - -				
bourg -	13	402 16 8	Rotterdam -	272	3,270 19 -				
stania -	2	4 - -	San Francisco -	3	39 - -				
in -	13	167 - -	Shanghai -	16	109 17 11				
antinople -	5	21 10 -	Stockholm -	11	79 16 -				
stadt -	6	33 10 -	Swatow -	6	174 - -				
pe -	20	51 18 -	Toulon -	5	99 - -				
kirk -	535	8,818 11 -	Trieste -	8	114 - -				
hal -	3	9 - -	Tuticorin -	4	25 - -				
a -	9	99 - -	Valparaiso -	1	31 10 5				
burg -	664	14,107 2 10	Venice -	5	24 10 -				
carried forward	2,416	37,607 17 5	TOTAL -	4,003	59,989 4 3				
						932,527	5,630,844 18 11	930,291	5,625,397 4 8
						930,291	5,625,397 4 8		
						2,236	5,547 14 3	Outstanding 31 Dec. 1876.	
									£. s. d.
In hands of Her Majesty's Consuls - - - -									7,401 13 2
Due to Her Majesty's Paymaster General - - - -									744 18 5
									6,656 14 9
Deduct Gain on Exchange Account on Remittances by Consuls to United Kingdom - -									1,109 - 6
									£. 5,547 14 3

Board of Trade, }  
1877. }

R. G. C. Hamilton,  
Assistant Secretary.

SEAMEN'S SAVINGS BANKS AND  
MONEY ORDERS.

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ACCOUNT of all Deposits Received and Repaid by the  
Board of Trade, under the Authority of the SEAMEN'S  
SAVINGS BANK ACT, 1856, during the Year ended  
20 November 1876, and of the Interest thereon :

ALSO,

STATEMENT showing the Number and Amount of  
SEAMEN'S MONEY ORDERS Issued at Ports in the  
UNITED KINGDOM and at Ports ABROAD, and Paid  
at Ports in the UNITED KINGDOM, from 1855 to 1876,  
inclusive.

(Presented pursuant to Act of Parliament.)

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*Ordered, by The House of Commons, to be Printed,*  
*14 August 1877.*

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455.

*Under 1 oz.*

# STEAMSHIPS (BAY OF BENGAL).

416

RETURN to an Order of the Honourable The House of Commons,  
dated 19 March 1877 ;—for,

RETURN “ of all STEAMSHIPS which have CLEARED from PORTS in the  
UNITED KINGDOM for the BAY OF BENGAL, during the Year ending the  
1st day of April 1876—Name, Tonnage, and Horse-power :—

Name.	Tonnage.	Horse Power.	Destination.
			Madras. Calcutta. Akyab. Rangoon.

(In continuation of Parliamentary Paper, No. 219, of Session 1875)."

(*Sir John Hay.*)

*Ordered, by The House of Commons, to be Printed,*  
*10 April 1877.*



RETURN of all STEAMSHIPS which have CLEARED from PORTS in the UNITED KINGDOM for the BAY of BENGAL during the Year ended the 1st of April 1876.

Port of Clearance.	NAME.	Tonnage.	Horse-Power.	Destination.
London	Coomassie - - -	908	180	Madras.
	Dahlia - - -	1,304	200	
	Colombo - - -	1,260	200	
	Tenedos - - -	953	150	
	Dhoolia - - -	1,726	350	
	Mongolia - - -	1,584	530	
	Australia (a) - - -	2,298	600	
	Yorkshire (a) - - -	1,771	250	
	Duke of Devonshire (a) -	1,941	400	
	Indus (b) - - -	2,234	500	
	Queen Anne (b) - - -	1,738	350	
	Duke of Argyll (a) - -	1,969	400	
	Deccan - - -	2,156	550	
	Queen Victoria (a) - -	1,384	200	
	Atholl - - -	1,082	170	
	Duke of Sutherland (a) -	1,967	400	
	Hydaspes (b) - - -	1,890	450	
	Sultan (a) - - -	1,890	240	
	Pekin - - -	2,098	600	
	El Dorado (a) - - -	2,157	450	
	Mirzapore (a) - - -	2,090	600	
	Duke of Lancaster (a) -	1,943	500	
	Khiva (b) - - -	1,506	450	
	Chyebassa (a) - - -	1,711	346	Calcutta.
	Bokhara (b) - - -	1,775	450	
	Duke of Buccleuch (a) -	1,942	500	
	Lombardy - - -	1,726	450	
	Hankow - - -	2,331	500	
	Queen Margaret (a) -	2,044	500	
	Nizam - - -	1,727	450	
	Poonah (b) - - -	1,975	550	
	Merkara (b) - - -	1,950	400	
	Almora - - -	1,714	346	
	Viceroy (b) - - -	1,843	240	
	Assam - - -	1,747	500	
	Malwa - - -	1,775	450	
	St. Lawrence - - -	1,426	250	
	Surat (b) - - -	1,994	530	
	Dorunda - - -	1,943	400	
	Siam - - -	1,871	450	
	Flamingo - - -	1,209	190	
	County of Sutherland -	1,695	500	
	Chancellor - - -	1,329	200	
	Teviot - - -	1,262	250	
	Scotland - - -	1,694	400	
	Ambassador - - -	1,257	250	
	Oriental - - -	938	200	

Port of Clearance.	NAME.	Tonnage.	Horse-Power.	Destination.
London	Cathay - - - -	1,884	500	Calcutta.
	Khediye - - - -	2,092	600	
	Dacca - - - -	1,331	300	
	Elgin (c) - - - -	889	150	Rangoon.
	Atholl - - - -	1,082	170	
	South Tyne - - - -	985	140	
	Ægean - - - -	886	150	
	Craigforth - - - -	862	150	
Liverpool	Pleiades (a) - - - -	1,447	280	Calcutta.
	Legislator (b) - - - -	1,374	200	
	Chancellor - - - -	1,328	200	
	Orion (a) - - - -	1,458	280	
	City of Cambridge - - - -	1,489	200	
	Historian (a) - - - -	1,201	200	
	Statesman (b) - - - -	1,209	250	
	City of Poonah - - - -	1,456	250	
	Sirius (b) - - - -	1,411	280	
	Ambassador (b) - - - -	1,257	250	
	Mira (b) - - - -	1,668	280	
	City of Oxford - - - -	1,496	200	
	City of Venice - - - -	2,091	440	
Cardiff	Manitoban - - - -	1,542	300	
	Burmese - - - -	1,269	180	Calcutta.
	Kate - - - -	916	180	Rangoon.
Newcastle	Renpor - - - -	866	120	
	Elphinstone - - - -	1,145	140	Madras.
	John Chapman - - - -	108	(Unknown)	
	Langshaw - - - -	1,186	140	Rangoon.
	Sarah Ann - - - -	886	130	
Glasgow	City of Carthage (a) - - - -	1,716	350	Calcutta.
	City of Venice (a) - - - -	2,091	440	
	City of Manchester (a) - - - -	2,046	400	
	City of Canterbury (b) - - - -	2,099	440	
	City of Poonah (b) - - - -	1,456	250	
	Queen Margaret - - - -	2,044	500	
	City of Oxford - - - -	1,496	200	
	City of Mecca (b) - - - -	1,461	250	
	City of Cambridge - - - -	1,489	200	
	Mandalay (c) - - - -	1,242	180	
	Irrawaddy (d) - - - -	1,646	250	
	Martaban (d) - - - -	1,646	250	
	Tenasserim (c) - - - -	1,755	348	
	Amarapoora (c) - - - -	1,618	300	
Greenock	Ooryia - - - -	208	400	Calcutta.
	Rangoon - - - -	214	400	

Note.—Vessels marked (a) made three voyages to Calcutta within the period of this Account.  
Vessels marked (b) made two voyages to Calcutta within the period of this Account.  
Vessels marked (c) made two voyages to Rangoon within the period of this Account.  
Vessels marked (d) made three voyages to Rangoon within the period of this Account.

Custom House, London, }  
5 April 1877. }

J. B. Hale,  
Secretary.

STEAMSHIPS (BAY OF BENGAL).

RETURN of all STEAMSHIPS which have CLEARED  
from PORTS in the UNITED KINGDOM for the  
BAY OF BENGAL during the Year ending 1 April  
1876 (in continuation of Parliamentary Paper,  
No. 219, of Session 1875).

(*Sir John Hay.*)

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*Ordered, by the House of Commons, to be Printed,  
10 April 1877.*

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150.

*Under 1 oz.*



















